

# **COUNCIL ADDENDUM**

**4.30PM, THURSDAY, 28 JANUARY 2021**

**VIRTUAL**

## **ADDENDUM**

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	Extract from the proceedings of the Policy & Resources Committee meeting held on the 21 January 2021, together with a report of the Executive Director for Economy, Environment & Culture.	
<b>Notices of Motion</b>		
The following Amendment to Notices of Motion have been submitted by Members for consideration:		
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**Item 104-107 CONFIRMATORY VOTING FOR ITEMS 75 TO 78 FROM THE DECEMBER COUNCIL MEETING** 163 - 174



<b>Council</b>	<b>Agenda Item 85</b>
28 January 2021	Brighton & Hove City Council

## **BRIGHTON & HOVE CITY COUNCIL**

### **COUNCIL**

**4.30pm 17 DECEMBER 2020**

### **VIRTUAL**

### **REVISED MINUTE FOR ITEM 76**

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

### **PART ONE**

#### **76 ACTION TO REDUCE THE IMPACT OF FIREWORKS**

- 76.1 The Notice of Motion as listed on the agenda was proposed by Councillor Fowler on behalf of the Labour Group and formally seconded by Councillor Grimshaw.
- 76.2 Councillors Hugh-Jones, McNair, Janio and Peltzer Dunn spoke on the motion and Councillor Fowler thanked those for their supportive comments.
- 76.3 The Mayor then put the motion as listed to the vote:

The Council notes and welcomes the RSPCA campaign which calls for action to reduce the impact of fireworks on animals and vulnerable people, and;

The Council calls for;

- 1) organisers of all public firework displays within Brighton & Hove advertise them in advance of the event, allowing residents to take precautions for their animals and vulnerable people;
- 2) officers to actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks; and
- 3) to encourage local suppliers of fireworks to stock 'quieter' fireworks for public display;

The Council further asks the Chief Executive to write to the Government urging;

- 1) the introduction of legislation to limit the maximum noise level of fireworks to 90 decibels for those sold to the public for private displays; and
- 2) The Council also asks that any Government response is shared at a future Council meeting.

- 76.4 The Mayor called on each of the Group Leaders to confirm their position as well as the Groups in turn and each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion and this was confirmed by the Members of the Green Group;

Councillor Platts stated that the Labour Group were in favour of the motion and this was confirmed by the Members of the Labour Group;

Councillor Bell stated that the Conservative Group were in favour of the motion and this was confirmed by the Members of the Conservative Group;

Councillor Brennan confirmed that she was voting for of the motion;

Councillor Fishleigh was not present for the vote;

Councillor Janio confirmed that he was voting for the motion;

Councillor Knight confirmed that she was voting for the motion.

- 76.5 The Mayor confirmed that the motion had been carried.

<b>Council</b>	<b>Agenda Item 85</b>
28 January 2021	Brighton & Hove City Council

## **BRIGHTON & HOVE CITY COUNCIL**

### **COUNCIL (RECONVENED FROM 17 DECEMBER 2020)**

**4.00pm 22 JANUARY 2021**

#### **VIRTUAL**

#### **MINUTES**

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

#### **PART ONE**

#### **60 DECLARATIONS OF INTEREST**

- 60.1 Councillor Grimshaw declared a personal but not prejudicial interest as a founding member of Brighton Heritage Commission in Item 80, a notice of motion concerning the register of heritage assets.
- 60.2 No other declarations of interests in matters appearing on the agenda for the reconvened meeting were made.

#### **61 MAYOR'S COMMUNICATIONS**

- 61.1 The Mayor thanked the Members for attending the reconvening of the Council meeting held on 17 December 2020. The Mayor noted with sadness the death of Sue Addis. The Mayor congratulated the Lord Lieutenant, who is now Sir Peter Field a Knight Commander of the Royal Victorian Order (KCVO).

#### **79 PUBLIC HEALTH AND SOCIAL CARE FUNDING**

- 79.1 The notice of motion as listed on the agenda was proposed by Councillor Shanks on behalf of the Green Group and formally seconded by Councillor Nield who reserved her right to speak later in the debate.
- 79.2 Councillor Evans moved an amendment on behalf of the Labour Group which was formally seconded by Councillor Childs.

79.3 Councillors Bagaeen, Janio, McNair, Knight and Childs spoke on the motion and Councillor Shanks thanked them for their comments and confirmed she was happy to accept the amendment.

79.4 The Mayor noted that the amendment had been accepted and that the Council was happy to move to a vote on the motion as amended, and therefore put the revised motion to the vote:

79.5 The Mayor then put the motion as listed to the vote:

The Council asks the Chief Executive to write to the Secretary of State for Health, requesting:

That ministers reconsider spending review proposals that offer no new funding for public health teams during this public health crisis; requesting long-term, sustainable public health funding, and includes further public health spending in the local government financial settlement, expressing concern that public health funding has reduced by over £700m in real-terms in the past five years;

- this should include a budget to promote local take up of vaccination. While vaccines are delivered by the NHS, council recognises the vital role played by public health teams in promotion of immunisation against disease, and requests funding to support public health promotion work to ensure resources are available to deliver the broadest possible community engagement and take-up of a Covid19 vaccine;
- this should further include specific measures to address the stark, systematic health inequalities that have negatively impacted Black, Asian and Minority Ethnic communities, that Covid has clearly highlighted;
- this should also include specific measures to address the health inequalities that have negatively impacted upon low-income groups;
- that Government publish a long-term strategy for Adult Social Care as part of a comprehensive service alongside the NHS to ensure security in old age.

79.6 The Mayor then called on each of the Group Leaders to confirm their position as well as the Groups in turn followed by each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion as amended and this was confirmed by the Green Group Members;

Councillor Platts stated that the Labour Group were in favour of the motion as amended and this was confirmed by the Labour Group Members;

Councillor Bell stated that the Conservative Group were against the motion as amended and this was confirmed by the Conservative Group Members;

Councillor Brennan confirmed that she was voting for the motion as amended;



Councillor Fishleigh confirmed that she wished to abstain from voting on the motion;

Councillor Janio confirmed that he was voting against the motion as amended;

Councillor Knight confirmed that she was voting for the motion as amended.

79.7 The Mayor confirmed that the motion as amended had been carried.

## **80 REGISTER OF HERITAGE ASSETS**

80.1 The notice of motion as listed on the agenda was proposed by Councillor Nemeth on behalf of the Conservative Group and formally seconded by Councillor Mears who reserved her right to speak later in the debate.

80.2 Councillor Grimshaw moved an amendment on behalf of the Labour Group which was formally seconded by Councillor O'Quinn.

80.3 Councillor Ebel moved an amendment on behalf of the Green Group which was formally seconded by Councillor Littman.

80.4 Councillors Peltzer Dunn, Janio, Theobald, Hugh-Jones, Mac Cafferty and Nemeth spoke on the motion and Councillor Nemeth confirmed that he was happy to accept the Labour amendment and he would not accept the Green Group amendment.

80.5 The Mayor noted that the Green Group amendment had not been accepted and therefore would need to put each in turn to the vote. He then put the amendment from the Green Group to the vote and called on each of the Group Leaders to confirm their position as well as the Groups in turn followed by the Independent Members:

Councillor Mac Cafferty stated that the Green Group were voting in favour of the amendment and this was confirmed by the Green Group Members;

Councillor Platts stated that the Labour Group were voting against the amendment and this was confirmed by the Labour Group Members;

Councillor Bell stated that the Conservative Group were voting against the amendment and this was confirmed by the Conservative Group Members;

Councillor Brennan confirmed that she was voting for the amendment;

Councillor Fishleigh confirmed that she was voting for the amendment;

Councillor Janio confirmed that he was voting against the amendment;

Councillor Knight confirmed that she was voting against the amendment.

80.6 The Mayor noted that the Green Group amendment had been lost.

- 80.7 The Mayor noted that the Labour amendment had been accepted and that the Council was happy to move to a vote on the motion as amended, and therefore put the revised motion to the vote:

This Council:

1. Expresses regret over recent incidents relating to the loss of historic lanterns from the Brighton seafront;
2. Praises the actions of local investigative journalists for identifying said missing items; and
3. Calls for an officer report to the Tourism, Equalities, Communities & Culture Committee to explore options for setting up an independent group of volunteers to assist the relevant officers in the work of establishing a list of all heritage assets – including those in situ, in storage and undergoing repair elsewhere – for which the Council has responsibility;
4. For that report to explore:
  - the option of valuing and certifying items that for any reason would require replacing, first offering them to Brighton or Hove Museum, then either for display in an alternate Council setting or for sale via a dedicated Council website;
  - for local residents to be offered a prior chance to purchase these items before they go on general sale;
  - the enhanced value that certification of these items can ensure;
  - ring-fencing the funds raised from these sales to be allocated for the restoration of items in the public domain and to fund the storage space for such items and items which may be put up for sale.

- 80.8 The Mayor then called on each of the Group Leaders to confirm their position as well as the Groups in turn followed by each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion as amended and this was confirmed by the Green Group Members;

Councillor Platts stated that the Labour Group were in favour of the motion as amended and this was confirmed by the Labour Group Members;

Councillor Bell stated that the Conservative Group were in favour of the motion as amended and this was confirmed by the Conservative Group Members;

Councillor Brennan confirmed that she was voting for the motion as amended;

Councillor Fishleigh confirmed that she was for voting for the motion as amended;

Councillor Janio confirmed that he was voting for the motion as amended;

Councillor Knight confirmed that she was voting for the motion as amended.

80.11 The Mayor confirmed that the motion as amended had been carried.

## **81 FIELD OFFICERS**

81.1 The Notice of Motion as listed in the agenda was proposed by Councillor Bell on behalf of the Conservative Group and formally seconded by Councillor Lewry.

81.2 Councillor Barnett formally moved a motion on behalf of the Conservatives which was seconded by Councillor Nemeth.

81.3 Councillors Powell, Williams, Simson spoke on the motion and Councillor Bell noted the comments and accepted the amendment to the motion.

81.4 The Mayor then put the amended motion as listed to the vote:

This Council:

1. Seeks urgent confirmation that all 7 FTE Field Officer positions are now filled as set out at TECC Committee on 19<sup>th</sup> November 2020;
2. Requests assurance that social housing tenants will not be charged for the Field Officer service through the Housing Revenue Account during periods of nonservice through the summer;
3. Notes that a report on the Field Officer programme was presented at TECC Committee on 14<sup>th</sup> January 2021, after this Notice of Motion was originally scheduled to be discussed; and
4. Calls for a further report at the next meeting of TECC to include (i) a full explanation as to why only 2.5 of the 7 FTE Field Officer positions were filled during the summer and (ii) proposals to address concerns over the effectiveness of the service generally with respect to remit, hours of operation, allocated resources, and ability to respond urgently to unfolding incidents.

81.5 The Mayor called on each of the Group Leaders to confirm their position as well as the Groups in turn and each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were against the amended motion and this was confirmed by the Members of the Green Group;

Councillor Platts stated that the Labour Group were against the amended motion and this was confirmed by the Members of the Labour Group;

Councillor Bell stated that the Conservative Group were in favour of the amended motion and this was confirmed by the Members of the Conservative Group;

Councillor Brennan confirmed that she was voting against the amended motion;

Councillor Fishleigh confirmed that she was voting against the amended motion;

Councillor Janio confirmed that he was voting for the amended motion;

Councillor Knight confirmed that she was voting against the amended motion.

81.6 The Mayor confirmed that the motion as amended had been lost.

## **82 COMMITMENT TO HELPING THOSE WITH HIDDEN DISABILITIES**

82.1 The Notice of Motion as listed in the agenda was proposed by Councillor Powell on behalf of the Green Group and Labour Group and formally seconded by Councillor Williams.

82.2 Councillors Simson and Brennan spoke on the motion and Councillor Powell thanked them for the comments and hoped that the motion would be supported.

82.3 The Mayor then put the motion as listed to the vote:

This Council calls upon:

- All Councillors to officially recognise the Hidden Disabilities Sunflower logo, and to officially promote what it stands for, and its importance in breaking stigma;
- To ask the city council to promote the Hidden Disabilities Sunflower logo, and to promote the message to local businesses to encourage them to formally recognise the scheme;
- To illustrate that the council is supportive of this initiative and that it is 'Hidden Disability Friendly', by promoting the Sunflower logo on its buildings so that residents and visitors can identify the council as 'Hidden Disability Friendly';
- That further to continued work to ensure improved engagement and support for people with disabilities, to request that TECC commissions an action plan to ensure that the city council sets a strong standard of support for those with disabilities.

82.4 The Mayor called on each of the Group Leaders to confirm their position as well as the Groups in turn and each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion and this was confirmed by the Members of the Green Group;

Councillor Platts stated that the Labour Group were in favour of the motion and this was confirmed by the Members of the Labour Group;

Councillor Bell stated that the Conservative Group were in favour of the motion and this was confirmed by the Members of the Conservative Group;

Councillor Brennan confirmed that she was voting for of the motion;

Councillor Fishleigh confirmed that she was voting for the motion;

Councillor Janio confirmed that he was voting for the motion;

Councillor Knight confirmed that she was voting for the motion.

82.5 The Mayor confirmed that the motion had been carried.

### **83 CLOSE OF MEETING**

83.1 The Mayor thanked everyone for joining the meeting and formally closed the meeting.

The meeting concluded at 5.39pm.

Signed

Chair

Dated this

day of

2021



<b>Council</b>	<b>Agenda Item 89</b>
28 January 2021	Brighton & Hove City Council

## **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 question has been received from members of the public.

### **1. QUESTION From: James Noble**

Nuclear weapons are not in the councils' mandate, competency or power. Therefore, allowing such debates and wasting the councils time, makes a large group of residence view it as a joke, when considering the critical role, the council should play in building Brighton & Hove's resilience to COVID-19 (isn't this is more important?). I therefore ask the mayor, should such debates be allowed in future and was it correct for this one to proceed in the first place?

**The Mayor, Councillor Robins will reply.**

### **2. QUESTION From: Andrea Holley**

What date will the dangerous 'Temporary' cycle lanes be removed from the Old Shoreham Road between the Sackville Road traffic lights and Hangleton Road traffic lights?

**Councillor Heley, Chair of the Environment, Transport & Sustainability Committee will reply**

### **3. QUESTION From: Richard Kimber**

Last month Councillor Fishleigh asked if new signs could be erected at the access points onto the undercliff so that everyone knows that it is against the law to ride e-scooters down there.

A highly unsatisfactory answer was given by the chair of the transport committee that e-scooters are a police issue and additional signing would be counterproductive and increase clutter to what is a very scenic environment.

E-scooters are a serious safety issue on the undercliff. What measures will the council take to ensure that the undercliff is a secure place for everyone to use?

**Councillor Heley, Chair of the Environment, Transport & Sustainability Committee will reply**

**4. QUESTION From: Daniel Harris**

The appointment of an openly gay leader to the council seemed like a promise of hope to the LGBT community. However, when at last week's housing committee, I made the committee aware of the alarming statistics around LGBT Youth Homelessness, specifically 1 in 4 are affected. This is of grave concern, the answer neither described any existing commitment nor made a new commitment to address the problem. It seems therefore that the housing committee has no interest in developing solutions that address the specific needs of the LGBT+ community.

Can you tell me if this is the general policy of the Administration in other areas as well?

**Councillor Gibson, Joint Chair of the Housing Committee will reply.**

**5. QUESTION From: Michael Hutley**

I gather that the Council is about to eradicate all the Tamarisks growing along the Dukes Mound and replace them with grasses. Up until recently I lived in that area and I must say I appreciated them in the winter as a windbreak and during the summer providing much needed shade. They say it will improve visibility. Do we need more visibility along the seafront? Making the naturist beach more visible? If anything, Brighton and Hove need more trees along the seafront. Aren't we just creating more of a concrete jungle at a time when the world is crying out for more vegetation to counteract the effects of global warming?

**Councillor Heley, Chair of the Environment, Transport & Sustainability Committee will reply**

**6. QUESTION From: Phillip Rees**

Given the importance of the Hospitality Sector both to Brighton's economy and intrinsic identity, can the Council please tell us what they are doing to prioritise the payment of the lump sums for (a) the current lockdown and (b) for wet led pubs whose food sales were less than 50% of turnover. Many of these businesses face going to the wall if they don't get these funds soon, and this will have a potentially catastrophic impact on Brighton's economy and its ability to sell itself as a tourist destination.

**Councillor Druitt, Joint Deputy Chair (Finance) of the Policy & Resources Committee 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 spokesperson for the deputation be thanked for attending and its subject matter noted.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

**(1) Deputation concerning the Fossil Fuels and Climate Change and BHCC's Lack of Representation on the East Sussex Pension Committee****Spokesperson – Luke Simanowitz**

Supported by:

Les Gunbie	Andrew Beechey
Madeleine Bradbury	Clare Finn
Dr Hugh Dunkerley	Natasha Fairbanks
Ruth Urbanowicz	Dave Allen
Tim Beecher	

**Ward affected: All**

Councillor Heley, Chair of the Environment, Transport & Sustainability Committee will reply.

**(2) Deputation concerning Class Divide****Spokesperson – Carlie Goldsmith**

Supported by:

Lisa Petitt	Curtis James
Will McInnes	
Catherine Mercer	
Darren Snow	
Dave Bailey	

**Ward affected: All**

Councillor Clare, Chair of the Children, Young People & Skills Committee will reply.

**Deputation concerning the Fossil Fuels and Climate Change and BHCC's Lack of Representation on the East Sussex Pension Committee****Spokesperson – Luke Simanowitz**

In 2017 and again in 2020, Brighton and Hove City Council (BHCC) passed motions calling on East Sussex County Council (ESCC) to stop investing local people's pensions in the giant fossil fuel companies that are driving the climate crisis – companies like Shell and BP.

Yet, despite declaring a 'climate emergency', ESCC has repeatedly refused to divest the East Sussex Pension Fund - the local government pension scheme for East Sussex, Brighton and Hove - from fossil fuels (oil, coal and gas), most recently in June of 2020.

The window for limiting global warming to 1.5°C – and thereby avoiding the most calamitous impacts of climate change – is rapidly closing. Doing so will require dramatic cuts in emissions from oil and gas over the next ten years.

Yet despite many years of ESCC's official policy of 'engagement', not a single oil and gas major is currently anywhere near aligning with this goal. Indeed, an analysis by Oil Change International, published in September, found that 'not a single climate plan released by a major oil company comes close to aligning with the urgent 1.5°C global warming limit'.

Brighton and Hove City Council (BHCC) is a major contributor to the East Sussex Pension Fund, which currently has over £100m of local people's pensions invested in fossil fuels. Brighton and Hove also account for over a third of the population of East Sussex, Brighton and Hove. Yet, for purely historical reasons, BHCC currently has no representation on the East Sussex Pension Committee, the ultimate decision-making body for the Fund. This means that the residents of Brighton and Hove have no real say in how these monies are invested.

With less than a year to go before this year's crucial UN climate summit in Glasgow, we need all institutions to be showing leadership on the climate crisis.

We therefore call on BHCC to demand adequate representation on the East Sussex Pension Committee to ensure that these climate-destroying investments can finally be eliminated from the East Sussex Pension Fund.

**Deputation concerning Class Divide****Spokesperson – Carlie Goldsmith****Summary of Deputation for Full Council meeting of Brighton and Hove City Council**

Class Divide is a grassroots campaign fighting to urgently bring attention and change to the deeply unjust educational attainment gap between young people from the communities of Whitehawk, Manor Farm and Bristol Estate and their counterparts in the rest of Brighton and Hove. The campaign is made up of parents, residents, experts and supporters who have experienced these problems or have expertise in education. For more information about the campaign see [www.classdivide.co.uk](http://www.classdivide.co.uk).

Class Divide wants Brighton and Hove City Council to:

1. Face the problem by producing an annual report on the school outcomes and attainment of children living Whitehawk, Bristol Estate and Manor Farm that is presented to the Children, Young People and Skills Committee and shared with the community and online.
2. Address the issues revealed by publishing a plan that specifically addresses what actions will be taken to reduce the identified educational inequalities experienced by children, young people and adults in our area. This should include closing gaps in attainment, exclusion, access to learning across the life-course, and levels of financial investment. Subject the plan to annual review and make it available to the community.
3. Find a solution by training all school leaders and school staff on the experiences of working-class children.
4. Our children are two times more likely to get excluded from school so we want you to Improve your response and work with schools to reduce the rate of school exclusions and the placement of our children in alternative schools to the Brighton and Hove average, with a plan for further reduction by moving away from punishment approaches to behaviour management towards models informed by an understanding of the social and emotional development of children.
5. Offer ongoing support and give local people a second chance by providing local learning and training opportunities and develop advocacy support for parents struggling to keep their children in school.

- Brighton & Hove City Council data shows that in 2019 less than 1 in 4 (37%) young people from Whitehawk, Manor Farm and Bristol Estate equipped with basic grades at GCSE English and Maths, leaving school at a serious disadvantage to the citywide average of 69%. A basic grades gap of 32% . [1]
- The basic grades gap is not confined to English and Maths. Attainment 8 - a measure of a pupil's average grade across a set of eight subjects - for young people from Whitehawk, Manor Farm and Bristol Estate was 32.2 in 2019 compared to 47.6 for young people in the rest of Brighton and Hove. [2]
- Children and young people from the East Brighton communities of Whitehawk, Manor Farm and Bristol Estate are twice as likely as their counterparts across Brighton and Hove to be excluded from school at least once. [3]
- They are three times more likely than other children in Brighton and Hove to be educated at a special school or pupil referral unit. [4]
- IMD, 2019 data shows the most advantaged area for education, skills and training in Brighton and Hove was ranked 32,690 out of a total of 32,844 areas in England. By contrast, North Whitehawk ranked 134. The gap between the most advantaged area and North Whitehawk is 32,556 ranked places . The same data shows South Whitehawk ranked 238 and Central Whitehawk 260. [5]
- The pandemic will make the basic grades gap worse. Families in the East Brighton communities of Whitehawk, Manor Farm and Bristol Estate will be hit hard by Covid-19. Many will lack the resources to support homeschooling or make up the gaps in learning caused by school closures in the first wave. In addition, some families will need additional support to help their children and young people learn because of the lasting legacy educational disadvantage has had in the area, for example, local authority figures show that 51% of households in our area hold Level 1 qualifications (GCSE grades 3,2,1 or D,E,F,G) or No Qualifications compared to 27% of households in the rest of Brighton and Hove . [6]
- East Brighton is in the top 10% least economically advantaged areas in the country [7]. Figures show that in 2017 43% of children living in the ward live in poverty, the highest level of child poverty in any ward in Brighton and Hove. [8]

[1] Local Authority data

[2] Ibid

[3] Ibid

[4] Ibid

[5] Index of Multiple Deprivation 2019

[6] Local Authority data

[7] Index of Multiple Deprivation 2019

[8] Valadez-Martinez, L. and Hirsch, D. (2017) Compilation of child poverty local indicators, update to September 2017, [online] Available at <http://www.endchildpoverty.org.uk/poverty-in-your-area-2018/>.

**CONSERVATIVE GROUP AMENDMENT****NO CONFIDENCE IN BRIGHTON & HOVE COUNCIL**

To add an additional recommendation 2.2 as shown below in ***bold italics***.

Recommendations:

**2.1** That the petition is noted; ***and***

**2.2** ***That it is further noted that:***

- (i) It has come to light since the writing of the petition that the Green and Labour Groups have been jointly governing Brighton & Hove City Council in accordance with a so-called Memorandum of Understanding since May 2019;***
- (ii) The Leader of the Council was asked to release the Memorandum of Understanding at the last meeting of Full Council for public scrutiny but declined;***
- (iii) The text of this agreement has now been published online after being leaked by an unknown Councillor:  
[www.brightonandhovenews.org/2020/12/03/greens-and-labours-coalition-deal-revealed/](http://www.brightonandhovenews.org/2020/12/03/greens-and-labours-coalition-deal-revealed/);***
- (iv) Given these facts, the Green and Labour Groups bear joint culpability for the performance of Brighton & Hove City Council; and***
- (v) The reason that the Old Shoreham Road Temporary Cycle Lane is still in place is that both Green and Labour Councillors have voted together keep it in place at three consecutive council meetings where the matter of removal has been raised – including one meeting of Full Council and two meetings of Environment, Transport & Sustainability Committee.***

Proposed by: Cllr Peltzer Dunn

Seconded by: Cllr Miller

**Recommendations if carried to read:**

**2.1** That the petition is noted; and

**2.2** That it is further noted that:

- (i)** It has come to light since the writing of the petition that the Green and Labour Groups have been jointly governing Brighton & Hove City Council in accordance with a so-called Memorandum of Understanding since May 2019;

- (ii) The Leader of the Council was asked to release the Memorandum of Understanding at the last meeting of Full Council for public scrutiny but declined;
- (iii) The text of this agreement has now been published online after being leaked by an unknown Councillor:  
[www.brightonandhovenews.org/2020/12/03/greens-and-labours-coalition-deal-revealed/](http://www.brightonandhovenews.org/2020/12/03/greens-and-labours-coalition-deal-revealed/);
- (iv) Given these facts, the Green and Labour Groups bear joint culpability for the performance of Brighton & Hove City Council and
- (v) The reason that the Old Shoreham Road Temporary Cycle Lane is still in place is that both Green and Labour Councillors have voted together keep it in place at three consecutive council meetings where the matter of removal has been raised – including one meeting of Full Council and two meetings of Environment, Transport & Sustainability Committee.

**WRITTEN QUESTIONS FROM COUNCILLORS**

The following questions have been received from Councillors and will be taken as read along with the written answer detailed below:

**(1) Councillor Yates – Parking in Coombe Road area:**

Since the introduction of the residents parking scheme in the coombe road area (zone U) parking pressures have eased considerably, and residents are truly relieved. Could the Lead member please advise how residents can contribute to a review of the impact and have their proposed improvements to layout incorporated into this? These ideas include additional bays, enhanced access for motorcycles and the introduction of paid on street cycle storage facilities.

**Reply from Councillor Heley, Chair of the Environment, Transport & Sustainability Committee**

Thank you for your written question regarding parking in the Coombe Road area (Zone U). We are really pleased to hear that parking has eased considerably and residents are relieved. There are some small changes still to incorporate including 9 new motorcycle parking bays which we hope will be introduced in the next few months. We are also planning to review the zone in the next 12 months, and this will give residents the opportunity to comment for any additional changes.

**(2) Councillor Platts – Educational Outcomes in East Brighton:**

Class Divide is a grassroots campaign fighting to draw attention to the deeply unjust educational attainment gap for young people from the communities of Whitehawk, Manor Farm and Bristol Estate in East Brighton. East Brighton is an area that is economically disadvantaged with a high level of child poverty. The campaign highlights the lower rates of attainment at GCSE's in a range of subjects including English and maths and the higher rate of exclusions and referrals to special schools. This has a negative effect on children's life chances, embedding disadvantage through to adulthood and perpetuating the cycle of poverty. Will the Council commit to meeting the five demands of the campaign? In summary:

1. An annual report to the Children, Young People and Skills Committee on the school outcomes and attainment of children living Whitehawk, Bristol Estate and Manor Farm.
2. To publish a plan that specifically addresses what actions will be taken to reduce the identified educational inequalities experienced by children, young people and adults this area.
3. To make training on the experiences of working-class children in education compulsory for all school leaders and teachers in Brighton and Hove.
4. To take action to reduce the rate of school exclusions and the placement of children in alternative schools
5. To give local people a second chance by providing local learning and training opportunities and develop advocacy support for parents struggling to keep their children in school.

### **Reply from Councillor Clare, Chair of the Children, Young People & Skills Committee**

Thank you for raising this important issue. The Green Administration has made it clear that improving the lives of disadvantaged young people in our city is a priority – one that has for too long not progressed as far as it should have.

In doing this, we are fully committed to working together and co-producing our response to this challenge with communities, schools and other partners to narrow the gap in achievement for young people from these communities. We will do this for young people living in all deprived areas of the city – which includes Whitehawk.

We are committed to getting the very best education for all of our children and grateful to our schools for the hard work they do.

I'll be responding to this further when we look at the deputation on the agenda today.

#### **(3) Councillor Platts – Safety on Madeira Drive:**

Since the latest lockdown, Madeira Drive has once again become unsafe for pedestrians and cyclists, especially those with small children. The re-opening of Madeira Drive with one-way traffic has led to cars speeding between the Sea Life Centre, Duke's Mound and Black Rock. Drivers have used this space to speed even when the five lanes on Marine Parade have been clear of traffic. On the weekend of 9th and 10th January, a combination of lockdown and sunny weather saw hundreds of people circulating in this area to get some fresh air and exercise after a week indoors. The volume of people was such that pedestrians were walking in the road to socially distance and were taken by surprise by vehicles. Some drivers were aggressive in trying to get through the crowds and the area was unsafe. Will the Council take urgent action to ensure there is sufficient space for people by either dedicating the area between the Sea Life Centre and Duke's Mound or Duke's Mound and Black Rock to pedestrians and cyclists whilst lockdown continues? From the Council's own figures produced in response to my previous written question, Black Rock car park is little used during the winter months.

### **Reply from Councillor Heley, Chair of the Environment, Transport & Sustainability Committee**

Madeira Drive was initially closed between Dukes Mound and the Palace Pier Roundabout to facilitate walking and cycling for local residents during the very first lockdown. Although the closure was generally supported there were concerns from traders and blue badge holders as access was limited to changing places facilities and the beach, there were also safety concerns as some vehicles were authorised to access the route without requisite enforcement powers being available to the Police to enforce speeding, conflicts between cyclists and pedestrians or other traffic violations under the closure Traffic Order..



At the 29<sup>th</sup> September ETS committee, last year, approval was granted to commence detailed-design and the Traffic Regulation Order process to re-open Madeira Drive one-way eastbound, to improve Blue Badge access and parking capacity and to relocate the cycle track from the footway promenade onto the carriageway, therefore safely segregating cyclists from pedestrians, to improve both cycle capacity and pedestrian provision.

The first stage in this implementation has seen the re-opening of Madeira Drive one-way to address access issues for traders and blue badge holder as well as some of the immediate safety and access concerns while working towards the ETS approved design.

If the road was to be closed again this could lead to more confusion and be viewed as a knee jerk reaction that will likely be required to be reopened again in the short to medium term leading to uncertainty about the status of the road and footway creating an unsafe environment. We would encounter strong criticism from our stakeholders, including blue badge users and businesses, who again would be affected by the access restrictions and have worked with us anticipating the introduction of the ETS approved design.

We would also need to consider the implications of a further legal process required to close the road under another Traffic Regulation Order (TRO) shortly after two previously TROs that could invalidate a final TRO required to implement a permanent solution. This could lead to subsequent legal challenge that could invalidate future attempts to re-design the road layout and delay eventual re-opening of Madeira Drive.

Finally, a further temporary road closure will incur further expensive stewarding costs required to maintain the closure.

There are benefits of advancing the design proposals for Madeira Drive as opposed to closing the road altogether. Not least to honour the commitments made at ETS but also as it has attached funding from the Department for Transport's Active Travel Fund, Tranche 2 and support from stakeholders.

The agreed scheme will provide a clearly dedicated two -way, accessible cycle facility on the southside of the carriageway with reallocated parking and better pedestrian facilities enhancing social distancing opportunities. This will include clear signing and lining to ensure there are clear and designated cycle facilities, separated pedestrian areas and vehicle running lanes.

The scheme can be implemented imminently and to further address immediate social distancing requirements additional signage will be provided to remind users of the need to maintain distances. The scheme construction will take into account the current lockdown situation and will be phased to reduce disruption as much as possible. Social media and communication channels will also be used to inform the public of which areas will be available or limited for use during construction.

On balance the most advantageous solution would be to deliver the ETS Committee approved scheme that has been developed with stakeholder

engagement, equality of access and safety at its core. We will support delivery of the scheme with Citywide messaging to discourage visitors during national lockdown and similar situations combined with higher profile Police enforcement to encourage social distancing generally. This will provide a longer term purpose build solution to support the needs of local residents, Blue Badge users and businesses through the current Covid lockdown and beyond.

**(4) Councillor Platts – Food Supplies in the City:**

Can the Council confirm the dates on which they have written to supermarket managers in our City asking them to take action to prevent panic buying since the start of the pandemic?

**Reply from Councillor Mac Cafferty, Leader of the Council**

On 18<sup>th</sup> March last year the then leader of the Council wrote to all local supermarkets requesting that they implement measures to ensure that their customers who are vulnerable members of the community have equal access to stock which might be subject to hoarding. This was then followed up by Regulatory Services linking in with the national supermarkets on a local, regional and national level with regular dialogue.

This work has continued through the residual and ongoing risks associated with the Covid pandemic. After initial issues associated with limiting customer capacity and reduced stock was overcome during the course of the first lockdown, the focus is continuing on Covid control measures to protect staff, customers and the wider public. It is important to note that often local branches do not have any discretion to implement different systems at a local level, but instead have to follow head office guidance.

To ensure then that there is ongoing liaison and support with supermarkets, and moving beyond a letter, Environmental Health Teams and Covid Information Officers are in daily contact with local supermarkets. This provides greater and real-time feedback on the issues and means we can engage directly.

Covid Information Officers are currently partway through a programme of visiting all the major supermarkets and the smaller local national supermarket outlets in the city to assess the implementation of the control measures against company policies and good practice. They are then RAG rating what they find, Red being of concern, advice given and follow up visit, Amber being minor concerns where we feel the manager will act to rectify. Both of these would then receive a revisit to check progress. Once the initial visits to the larger chains are completed the team will move onto the convenience stores as a project, too.

In addition this team is also working closely with identified officers from the Food Safety team who will engage with regional managers, Head Offices and Primary Authorities.

In addition to this we have been made aware that the pressures on supermarkets from the lockdown which started in December has not been the same as the first national lockdown. Our feedback has been that Supermarkets

have increased delivery services and have not come under the same pressure with regards to in-store customer capacity or any specific lines of stock. While a further letter to all businesses, not only supermarkets, is proposed, to help alight on issues, supermarkets have been included in general email updates, and further updates are planned. In addition a more proactive approach is being taken through the deployment of Covid-19 marshals. Feedback can be provided on any response we receive as a result of this letter and on any further insight from the Covid marshals.

**(5) Councillor Platts – Food Supplies in the City (2):**

Can the Council confirm what action is being taken to ensure the City has a sustainable food supply now that we are experiencing the impact of Brexit in addition to the public health crisis?

**Reply from Councillor Mac Cafferty, Leader of the Council**

The Council had been preparing for Brexit for a number of years, with considerable uncertainty around the UK's future trading relationship with the EU. In August 2020 it was agreed by the Brexit Working Group and the Recovery and Renewal Board that it would be sensible to review Brexit related risks through the COVID working groups to ensure the overlap of potential issues was being considered by the right people and ensure contingencies were developed where necessary and possible.

In light of this the Food Cell developed an EU Transition Food Action Plan focussed on preparing the city for potential food supply and security issues emerging at the beginning of 2021 related to Brexit and with a particular focus on a no-deal scenario and its impact on vulnerable/low income residents. As well as engagement with local food networks and highlighting potential risks and necessary planning the Food Cell sought funding for two contingency arrangements as outlined in a report to P&R on 3<sup>rd</sup> December 2020.

The Brexit Working Group agreed allocations from the Council's Brexit fund to specific actions that built on developments made during the COVID response and enabled contingency measures to be in place from the 1st January 2021 including:

- One off £20,000 grant funding to the Sussex Food Depot to scale up operations in time for responding to potential supply chain disruption at the beginning of 2021. The Depot is a social enterprise and innovation developed during the COVID response by Brighton Food Factory to source locally grown produce and donations for distribution to city food businesses and the emergency food network to reduce reliance on national/international supply chains and meet local need with local produce. The Depot is a partnership including Brighton Food Factory, Brighton & Hove Food Partnership, Hisbe, One Church and Gleaning Network.

The Council's one-off funding has enabled vehicles and staff to be ready to respond to emerging challenges from 1st Jan and is in addition to the Council's Property Team assisting with provision of a location for the depot itself.

Although this measure is related to food resilience in the event of a disruptive EU Transition, it also has the potential to support the Council's own sustainability agenda in the long-term. The Depot distribution model aims to ensure locally grown and sourced produce can be more widely accessed across the city and region whilst reducing onward costs to consumers. The Sussex Food Depot also want to grow to support local and regional food procurement including public services, large employers and local food businesses as well as community food projects.

- A £20,000 grant had also been allocated for purchasing food supplies if there is supply chain disruption at the beginning of the year that will directly impact on emergency food provision. Learning from COVID suggests that any disruption to the 'just in time' supermarket supply chains and potential for stockpiling can mean supermarkets are able to ration and meet most demand but that surplus food supplies dry up which impacts on the emergency food network reliant on that surplus.

Currently no major disruption to local food supply is being reported as a consequence of either COVID or Brexit however there are some accounts of price rises for certain produce which if sustained or exacerbated could lead to more local residents falling into food poverty. This is currently being monitored through the Food Cell and as well as the £20k emergency food fund, further funding to assist with mitigating potential impacts could be sought through the funding assigned to the Local Outbreak Plan.

**(6) Councillor Platts – Disadvantage:**

Trade union Usdaw has recently negotiated an increase in minimum pay for Morrison's workers and will become the first UK supermarket to pay at least £10 an hour from April. This is just over the current Brighton & Hove Living Wage of £9.50 per hour. Will the Council write to the Head Offices of other supermarkets with stores in Brighton & Hove urging them to do the same and help tackle disadvantage in our City?

**Reply from Councillor Mac Cafferty, Leader of the Council**

Local employers will clearly take their own position when entering into pay negotiations with their staff and unions. In this council, we have committed to pay the Voluntary 'Real Living Wage' and have been operating this for many years to help staff on lower pay. The council would therefore encourage all employers in the city to offer the Real Living Wage as a minimum within their pay structures and, in particular, stipulates this requirement in any services it procures externally from private sector providers.

For organisations to offer a higher award will clearly be a matter of policy and/or affordability for each organisation and, in this respect, we welcome the decision by Morrison's. I would be happy to write to all Head Offices to ask them to follow suit with the council and pay the Real Living Wage, as a minimum, and to note the example set by Morrison's to go further.

**(7) Councillor Platts – Community Wealth Building:**

Will the Council commit to writing to all supermarket chains represented in the City to ask them how much local produce they stock; if they will increase their range and ensure such goods are prominently displayed and clearly labelled as being produced locally? This would support local producers to grow their businesses, create local jobs and contribute to a sustainable food supply as well as reducing food miles.

**Reply from Councillor Mac Cafferty, Leader of the Council**

The Council is currently in the process of securing additional capacity within the Economic Development team to work with the city's food sector and all related local, regional and national stakeholders to develop and deliver the city's food goals.

Part of this role may require engagement with businesses and Government, where necessary, to effect change that will strengthen the sustainability and resilience of the local food system as it continues to adapt to the immediate challenges of COVID and the longer term impacts of Brexit and the climate crisis. Opportunities will be sought to engage with the development of the Government's National Food Strategy and highlight the benefits of investing in sustainable locally sourced produce.

This renewed focus on food policy for the Council will also build on the work that awarded Brighton & Hove the status of the UK's first 'Gold' sustainable food city.

This work and the collaborative efforts of the Food Partnership, local food organisations and community groups as well as support from the Council has highlighted, among other goals, the steps that can be taken to embed sustainable and circular economy principles in food waste and food growing locally. This has included the #Goodtogrow campaign, a pledge for food businesses, which includes consideration of sustainable food practices, work to increase the amount of locally grown produce available to community food projects, and to create opportunities for people to buy affordable healthy and sustainable food through markets and mobile pop-up shops and restaurants, particularly in areas with no existing provision. National retailer Lidl, BHCC and the University of Brighton worked in partnership in 2019 to better understand the circumstances and potential barriers facing low-income families in East Brighton with regards to eating veg. Recommendations from the research fed into Lidl's National Healthy Eating Strategy.

In December I was proud to join cities around the world signing the Glasgow Declaration [1] which ahead of the COP26 climate talks, calls on national governments to play their full part in securing sustainable food and farming at the heart of the global response to the climate emergency.

The promotion of sustainable locally sourced produce will continue to be considered as part of this work going forwards.

[1] [HOME | Glasgow Food and Climate Declaration \(glasgowdeclaration.org\)](https://glasgowdeclaration.org/)

**(8) Councillor Allcock – Estate Development Budget:**

The Estate Development Budget (EDB) is a scheme that was set up to respond to suggestions from Council tenants and provides money for ideas that can make a positive difference to their neighbourhood.

The requirements are that EDB projects:

- Involve and be supported by as many neighbours as possible
- Should be completed in the same financial year
- Do not cost more than £10,000 for main bids and £1,000 for quick bids
- Are not be something that could be done as a repair or as part of a larger maintenance programme

What performance management processes does the Council have in place for the EDB scheme?

Since the scheme was established, how many and what percentage of EDB bids/project:

- Have been completed within the same financial year as the bid was agreed?
- Are not completed and still outstanding?
- Could reasonably be construed as being a repair or part of the Council's Housing estate planned maintenance programme?

What is the monetary value of these bids/projects?

**Reply from Councillor Gibson/Hugh-Jones, Joint Chair of the Housing Committee**

Thank you for your question on the performance management process in place for the EDB scheme and for details of EDB bids.

The engagement of residents, marketing and communication, bidding and review processes are supported by the Community Engagement Team and the implementation of the projects and management of the budget is through the Repairs & Maintenance service. Prior to April 2020 this function was commissioned to Mears.

There is a resident led EDB Panel in place that reviews the delivery of all EDB bids with council officers. The panel meets 6 times a year.

A new bid evaluation criterion has been produced, which the EDB panel refer to when voting on bids. This will be available for bidders' reference when completing applications. Bids for projects which benefit council residents on land owned by other parts of the council are considered for EDB funding, providing they have permission from the relevant directorate.

The Community Engagement Team supported the EDB Review group to identify key areas of social value which could be gained from an EDB project. They agreed additional questions to be included on the bid form which would allow an evaluation on these aspects to be carried out after the work was completed, based on feedback from residents. This process was implemented

on the application forms in 2020/21. This means we will begin to look at the impact of EDB in 2021/22.

Bidders are now notified and acknowledged when their application is received, they are informed on the outcome of their bids, and they are given a follow-up on reasons for the outcome of their bid by the Community Engagement Team. In addition, from April 2021, an end of financial year report will be produced. This will involve all stakeholders of the year's program and will include: the number of bids, what was funded, impact, and changes needed to the guidelines for the following financial year. This evaluation will also include qualitative information on how residents have measured the social value of their projects.

A new Engagement Strategy is planned for consideration at Housing Committee in March 2021. This will include proposed changes to the EDB process as identified through the EDB Review.

In terms of the bids outstanding from previous years, officers are working with residents to progress the delivery of the following outstanding bids:

- 2018/2019 – 7 bids with a total value of £8,000
- 2019/2020 – 22 bids with a total value of £28,000

For the current year of 2020/21:

- 37 main bids were agreed and 14 have been completed. 23 bids are outstanding with a total value of £125,000
- 17 quick bids have been agreed and 3 have been completed. 14 bids are outstanding with a total value of £13,000

We anticipate that the new review arrangements will identify potential delays more promptly in future. We do review bids through our resident engagement team and look to identify any works that would be picked up through our Repairs & Maintenance service or planned works programmes. We have worked with residents to improve this and establish clearer guidance around the EDB. Unfortunately, it is difficult to review historic information to identify which bids this would apply to.

**(9) Councillor Grimshaw – Assisted Bin Collection Service:**

Can it be confirmed how many residents use the assisted bin collection service and what are the figures regarding complaints? Is there a dedicated officer to coordinate assisted collections and how do the teams ensure that recycling, garden refuse and general waste are all aware of the need for assisted collection?

**Reply from Councillor Heley, Chair of the Environment, Transport & Sustainability Committee**

There are currently:

- 3156 assisted collections for recycling
- 3391 assisted collections for refuse
- 231 assisted collections for garden waste

It is not possible to breakdown the number of formal stage 1 complaints received about assisted collections.

There is not one dedicated officer, rather a team that support requests for assisted collections, as well as the crews that collect from these properties.

To obtain an assisted collection, residents are required to complete a form on the website or contact Cityclean for one of the Contact Centre team to request it on their behalf.

The completed form is sent to a dedicated mailbox where a Project Development Officer the request to a "beat sheet".

A beat sheet is a list of roads given to crews each day for them to empty the refuse, recycling or garden waste.

On the beat sheet, there is a column that indicates which houses on each street have an assisted collection and where the bin is situated.

Operatives will put the bin back to where they retrieved it from.

**(10) Councillor Williams – SWEP:**

There have been concerns raised by community groups that the council are operating what has been termed as 'Secret SWEP'. This is because arrangements for SWEP are not announced publicly thus difficult discover.

It is recognised that due to the pandemic, specific strategies to help rough sleepers have been put in place, and a lot of good work is being done. However, it is important concerned people, groups, and councillors are kept informed to enable people to actively help the homeless in bad weather. This is particularly important to make sure no one is left out.

The public wish to know what is the rational for SWEP method of operation at this time, is the everyone in policy being implemented compassionately and sufficiently to include everyone in need and can we find a way to better inform when SWEP is triggered?

**Reply from Councillor Gibson/Hugh-Jones, Joint Chair of the Housing Committee**

We are also keen to ensure people know how to access our services and, as you know, during the current pandemic. The response to the pandemic means that rough sleepers get offers of accommodation 7 days a week , whatever the weather and as a result there are less than 30 people estimated to be rough sleeping at present. A very different set of circumstances. In this context for SWEP We had to reconsider how we reach out to people whilst striking a balance so that we don't want to attract people who already have accommodation as that could overwhelm services which are at full stretch particularly as we are currently unable to provide congregate accommodation.



As previously reported to Housing Committee, SWEP has not been secret. Information on how to support people to access SWEP has been shared in local media, via social media and is on our website. All organisations working with homeless people have had this information shared with them through the VCS and Operational Forums.

We have made a lot of accommodation available since the start of the pandemic for people who are assessed as at risk of rough sleeping in addition to those who are verified rough sleepers. There is no need for anyone to therefore be sleeping rough in the city. However, we recognise that there are a few people who have found it difficult to come in, and for those people when SWEP is triggered, we have made provision through our Street Outreach Services who are identifying anyone who is rough sleeping and in addition the public can report anyone they see or are concerned about through Streetlink. The Street Outreach Service are carrying out outreach shifts 7 days a week including bank holidays and over the full Christmas period.

This winter so far as at 22nd January 2021, we have been open on 31 separate occasions including being open every day from the 24 December 2020 to date 8 January 2021. We offer hot meals, snacks, drinks and support. We have provided 173 units of accommodation with an average of 8 people each night we have been open. We are ensuring that where someone will accept engagement, we have a clear onward accommodation offer in place and nobody needs to return to rough sleeping. It is pleasing to report that 22 people brought in through SWEP moved onto longer term emergency accommodation and remained housed when SWEP closed

This year due to the pandemic, we are unable to use congregate sleep space arrangements or offer open access to a single hub as in previous years. Instead we have acquired 14 units of self-contained accommodation to meet the needs of people who would otherwise rough sleep. Referrals therefore need to be managed but we do not turn people away, and if the 14 units are full, colleagues in Housing Options and St Mungo's No Second Night Out Service work together to ensure that everyone in need is offered safe accommodation during periods of severe weather

The trigger for us to open SWEP is the same this year as it has been for the previous two years: a predicated "feels like" temperature of 0 degrees Celsius or an Amber Weather warning. We also always open across the Christmas period regardless of weather. Due to the current pandemic and advice from Public Health England, local Public Health colleagues and the MHCLG SWEP could not be delivered as it has been in previous years. Anyone seen rough sleeping by a member of the public can be referred to the SOS team via Streetlink or can be supported to access housing by calling the Housing Options duty line (available 24 hours 7 days a week including Bank Holidays).

**(11) Councillor Childs – Planning:**

I note with alarm the Government's new method for calculating house building targets which place the majority of the burden on the largest 20 English cities to

fulfil national needs thus relieving Tory rural authorities of the need to build sufficient housing.

Will the Administration, take up with the Secretary of State, as a matter of urgency the new proposed housing targets that would require Brighton & Hove to increase its new housing target by over a third - placing more Green Field land at risk of development - and will they condemn the blatantly political method proposed by the Government that favours Conservative-led Councils?

**Reply from Councillor Littman, Chair of the Planning Committee**

In December the Government announced without any warning, evidence or consultation, it would add a further 35 per cent to the city's housing needs. Our housing needs will increase from 924 new homes needs per year to 1250. For a city that incredibly constrained.

This change was largely in response to the backlash the Government received to their proposals, last summer, to use a housing algorithm to calculate housing needs across the country. You are quite right - objections to this were strongest from rural districts where the increased needs would have been highest. The result of the announcement for us though, and the other 19 cities, is that we will have additional pressure for development on our valuable open spaces and employment space. And we will also have a reduced ability to use our locally adopted policies to assess applications for housing. With the risk of more decision overturned at appeal.

Matters will be further worsened if the government goes ahead with its proposal to allow office, commercial and community uses - that contribute to the economy and the vibrancy and character of the city - to change to housing without needing planning permission. Once again, if this comes into force, we won't be able to use our locally agreed policies which further undermines local democracy.

I can confirm that the Administration will be writing to the Secretary of State to object in the strongest terms. I invite both Labour and Conservative colleagues to sign the letter so it can be a joint letter sent on behalf of all Groups.

**(12) Councillor Wilkinson:**

What measures are the Council taking to reduce vehicle speeds, improve pedestrian and cycle safety, improve air quality and encourage reduced car use in the Central Hove area?

**Reply from Councillor Heley, Chair of the Environment, Transport & Sustainability Committee**

As opposition spokesperson on the ETS committee you are very up to date with the council's work in tackling vehicle speeds, improving pedestrian and cycle safety, improving air quality and encouraging reduced care use across the city, which will all impact on central hove ward.

### **Speed reduction**

As you know, The Council works positively with the Police and are supporting their efforts with speed reduction throughout the city but more recently in Hove with the use of a Speed Indicator Device (SID) and our use of 9 mobile Vehicle Activated Signs (VAS) that have also been deployed in several roads in the area and beyond. The SID tells the drivers what speed they are doing and the VAS give a reminder of the speed limit with an accompanying legend SLOW DOWN. You are also seconding a Notice of Motion to this same full council meeting that encourages a more modern approach to road safety in the city, so I refer you the content of that motion you are seconding with my colleague Cllr Hills. You will have more detailed knowledge of the specific issues in central Hove, so I would urge you to let me and officers know of any particularly bad areas that can be improved.

### **Walking and cycling**

As a member of the LCWIP task and finish group, you are already aware of our work on this and have had the opportunity to give feedback regarding particular areas of improvement needed in your ward of central hove. This feedback will input into the process.

At the junction of Eaton Rd/The Drive, improvements have been made to the existing pedestrian facilities and additional crossings have been added so that all arms now have a safe crossing movement. We have also introduced an early cycle start stage at this junction with low level cycle lanterns and modified the stop line to discourage vehicles from entering the advanced stop line.

Central Hove also benefits from direct access to the new temporary cycle facilities on the seafront that were introduced as part of the Emergency Active Travel Fund programme, which we have worked together on in a lot of detail. This scheme is due to be extended further in the coming year including the introduction of further low-level cycle signals along the route as you know.

We are also trialling the use of a system called SmartCross. The primary aim of this system is to empower disabled pedestrians, particularly wheelchair and mobility impaired users who find it difficult to get to the push button. It will make it possible to trigger the wait box using an online app. Additionally it has a Covid related function where the wait can be triggered by passing your hand under the push button box without having to actually touch it. If this trial proves successful, then it will be rolled out to a wider area.

### **Air quality & reducing car use**

In January 2020, you seconded a motion that I proposed called “car free city centre by 2023” and last week at the ETS committee we both voted to advance this project further. This also includes plans for a city wide ultra low emission zone in order to radically improve air quality in the city, which will include central hove.

All new traffic signals in the City are ELV & LED so 90% saving in power consumption. We are also taking steps to improve remote monitoring of signals to avoid unnecessary visits (by car) to the signal faults plus the engineers are now being issued with hybrid or electric vehicles.

We are continuing to roll out the Citywide Spend-to-Save programme of replacing street lighting with LEDs to reduce power consumption and to reduce maintenance requirements.

Other measures being introduced as part of the Tranche 2 Emergency Active Travel programme will include a series of Active & Healthy Travel campaigns as well as more bikeshare hubs, Park Active schemes to encourage people to travel actively in the last mile of their journey as well as other incentive schemes such as use of the Better Points app, which you are aware of through our extensive discussions at the ETS committee.

### **Access and School Travel**

Through the Access Fund for Sustainable Travel, we've provided in-depth help to 12 Central Hove residents to support them into work by providing financial support for cycles, cycle fixing and training or paid their first month of travel using public transport.

The council's School Travel Team have engaged Early Years and Schools in Central Hove, including providing support to St Andrew's Primary with their road safety issues with more A-boards and on-going site visits at this school. The first Meerkat Trail to promote walking and scooting to nursery and school as part of the Access Project (Access Year 1) was focused around this area of Hove.

More recently, we supported West Hove Infants School through the implementation of an Emergency School Streets closure from Sept – October half term, which enabled social distancing outside the school when they returned during the Covid-19 pandemic. This also supported wider objectives of School Streets by encouraging families to use sustainable, active travel to and from school and deterring parking near the school gates, making it safer for children.

Several Early Years in CH have received Modeshift STARS accreditation including:

- Honeycroft Centre nursery achieved Gold and we financed a bespoke buggy/bike shed for them
- Helped Each Peach Childcare achieve Silver
- Working with Dolphins Pre-school to move from Bronze to Silver
- Working with Footsteps Day Nursery to maintain Gold
- Have started working with Shirley Street Day Nursery and Hopscotch Nursery (Hove Station) on Bronze

Hundreds of school children in CH have taken part in Walk to School Week:

- October 2020: St Andrews took part – 622 children
- May 2019 : West Hove Connaught took part - 630 children

Six CH schools participated in the SMILE project with Reception children 2020:

Aldrington CE Primary

Brunswick Primary  
Cottesmore St Mary's RC Primary  
St Andrew's CE Primary  
West Hove Infant - Connaught Road  
West Hove Infant - School Road

**(13) Councillor Mears – Contracts and Accountability (Spend Tables):**

The Council's website states that payments over £250 are to be published each month on the council website in 'spend tables':

"Each month we publish all the payments over £250 that we've made. They include payments to suppliers, grants to voluntary organisations and payments to individuals.

We reduced the threshold of publishing payments from £500 to £250, following changes introduced by the government."

<https://www.brighton-hove.gov.uk/content/council-and-democracy/council-finance/payments-over-%C2%A3250>

Despite this policy, the last spend table uploaded by the Council for scrutiny by the public was for June 2020.

At a time when so much Government funding is being provided and spent there is a need for accountability and transparency.

Can the Finance Chair advise why no spend tables have been uploaded since June 2020?

Can the Finance Chair please provide the spend tables for the missing months in the response?

**Reply from Councillor Gibson, Joint Deputy Chair (Finance) of the Policy & Resources Committee**

I am aware that there is currently a technical issue regarding the upload of this information to the council's website. Unfortunately, the advent of the pandemic has meant that the team, which has suffered staffing shortages due to cases of isolation and illness, has had to prioritise its primary function, which is to pay the council's many providers and suppliers promptly.

As you will be aware, cash flow is absolutely critical for local business, particularly small businesses, and in response to this we removed our standard payment terms of 30 days and effectively set this to zero so that we could get payments out to businesses as fast as possible and help them survive. This policy is still in place. This has obviously put very significant additional pressure on the team, and they have, quite rightly, prioritised paying our suppliers and providers as quickly as possible.

To give Members some further context, we have only had one Freedom of Information request in relation to the on-line payment data in the whole of last year. I am therefore happy to support the team in prioritising payment of suppliers and providers over production of this information. However, I fully

agree that residents have a right to understand where government funding is deployed and would point to the many publicly available committee reports which detail the council's decisions as to how each and every allocation of grant funding is to be used.

The team have advised that the over £250 payment information should be available on-line within two weeks.

**(14) Councillor Mears – Housing Repairs**

The then Administration made a policy decision to insource the Housing Repairs Budget prior to last election.

Paperwork from the time estimated the cost of this policy decision would be nearly £10 million – to be incurred by the Housing Revenue Account.

What has been the additional cost of this policy to date beyond the original estimate, including costs associated with ongoing industrial action?

Bearing in mind that when this policy was presented prior to an election that very clear indications of the cost were provided, can the Chair confirm that the Housing Revenue Account, which is made up of tenants rent, will not be used to incur any ongoing additional costs going forward.

**Reply from Councillor Gibson / Hugh-Jones, Joint Chair of the Housing Committee**

For clarification, the decision made to bring the repairs and Maintenance Service in house has not cost the council £10m. The previous service had a cost comparable with the current service. Due to organisational changes in the wider repairs service including property and investment services, and impact on service of the COVID10 pandemic, it is difficult to make a like for like comparison with the costs prior to the service coming in-house. This is a wider piece of work which will take more time and will be reported to Housing Committee as requested by Councillor Mears. However, for information, the 2020/21 budget for the Repairs and Maintenance service is £10.315m. This includes one-off Programme Team funding of £0.410m, leaving a core budget of £9.905m for the in-house Repairs and Maintenance service.

For 2021/22, the budget proposals allow for an additional net increase of £0.436m for inflationary pressures and to reflect the updated staffing establishment costs when compared to estimates at budget setting for 2020/21. So a total budget of £10.341m for 2021/22. There is also a further proposal for a one year cost of the programme team of £0.437m.

It is difficult to express whether there are any additional costs as a result of the industrial dispute as it is impossible to distinguish between the effects of the pandemic and the dispute. However, as you will be aware, the industrial action was contained to two occasions. What is more, any additional costs would need to be offset against the reduction in staff pay as a result of the strike and the possible reduced pay costs if recruitment was delayed. In the meantime, you will no doubt be pleased to hear that the council's proposal to bring the dispute

to an end has been accepted by the GMB and we can now move forward with the harmonisation process.

**(15) Councillor Barnett – Begging in the City**

In an article in *The Argus* on 14 November 2020, Brighton Housing Trust's Andy Winter said that begging was the elephant in the room that needed addressing by the council and that a great opportunity has been missed to address these problems.

Mr Winter works very hard in Brighton and Hove and is well respected. He says that unless we actively challenge begging we won't effectively address addictions, and without addressing addictions, we won't end rough sleeping.

I wholeheartedly agree and so would most of Brighton and Hove in my opinion. In my ward of Hangleton and Knoll I often speak to beggars to understand the situation they are in. Several have told me they live in accommodation provided by the council and receive food and benefits but continue to beg on the streets due to their addictions and because they feel nothing will be done to stop them.

We must take heed of Mr Winter's advice.

Please could you provide advice on the following?:

- a) The number of people the council estimates are currently begging in Brighton & Hove
- b) What efforts the council are making to end begging and aggressive begging on the streets of Brighton & Hove City Council
- c) Whether the Council would support a Cashless Donation Scheme such as that recently introduced in the Royal Borough. The Cashless Donation Scheme encourages residents to support a rough sleeper pathway as opposed to giving spare change to beggars in order to provide more effective help to people.
- d) If so, whether the council would use its Communications programme to support a Cashless Donation Scheme in the City with the aim of providing better care and ending begging on the streets.

Supporting information:

<https://www.sloughexpress.co.uk/news/maidenhead/164657/council-to-launch-cashless-support-for-rough-sleepers.html>

Supporting information: <https://www.theargus.co.uk/news/18871492.brighton-housing-trust-boss-prevention-key-ending-homelessness/>

**Reply from Councillor Gibson / Hugh-Jones, Joint Chair of the Housing Committee**

I am afraid that we do not have details of the number of people begging in the City. It is worth noting (especially in the context of everyone in) that some people begging are accommodated and should not be understood as homeless. However the Council works with partners such as the police and outreach services to ensure that those identified are offered opportunities to engage with

support services to address issues such as substance misuse, which can lead to the need to beg. Police colleagues will take enforcement action where individuals are identified to be causing particular and persistent concern. The council and partners already have in place a donation scheme, 'Make Change Count' ([Make Change Count 2020: support for homeless women and men - JustGiving](#)) which we encourage residents to give to rather than directly to those begging and donations will be used by charities supporting those individuals who feel the need to beg. The Council comms team promote this through the website.

**(16) Councillor Simson – Public Space Protection Orders**

Can the Chair of the TECC Committee please advise:

- a) Why has the Council not renewed PSPOs on the City's Parks?
- b) When and by whom was this decision taken and was there a vote?
- c) When did PSPOs for city parks expire?

**Reply from Councillor Osborne / Powell, Joint Chair of the Tourism, Equalities, Communities & Culture Committee**

The PSPOs for Parks and Open Spaces expired in December 2019 and a report went before the TECC committee in November 2019 where a vote was taken by the committee not to extend them.

**(17) Councillor Theobald – Patcham Roundabout**

Thank you for your answer to my written question at the last council meeting.

In your answer you advised the following:

Work is in progress to reach an agreement between Highways England, the council and a contractor for these works to go ahead. The roundabout is owned by Highways England and therefore a 3-way contractual arrangement is required which is agreed by all parties. Negotiations and due diligence and progressing and we hope this will be finalised shortly so that works can start in the New Year.

Can you provide any update since the last meeting on the status of this project including whether negotiations and due diligence have now been finalised?

Is there a start date for works yet?

I have been asking these questions for at least the last five years and had a number of incorrect answers.

**Reply from Councillor Heley, Chair of the Environment, Transport & Sustainability Committee**

I appreciate that it has taken a very long time to find a solution to improve this roundabout. This is because of the complexity of the location, there are underground tanks and it will be costly for any contractor to get on and off the roundabout in order to be compliant with health and safety and traffic



management regulations given its location. Officers are still progressing the 3-way agreement and a lot of the work has been completed by it is not yet final. All being well the project should be signed off and started soon. I have asked officers to brief ward councillors as soon as we have a date.



<b>Subject:</b>	<b>Brighton &amp; Hove Climate Assembly</b>		
<b>Date of Meeting:</b>	<b>21 January 2021</b> 19 January 2021 Environment, Transport & Sustainability Committee		
<b>Report of:</b>	<b>Executive Director Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Rachel Williams</b>	<b>Tel: 01273 291098</b>
	<b>Email:</b>	<b>rachel.williams@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE.**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to formally welcome the final report on the Brighton and Hove Climate Assembly and the interim report of the Youth Climate Assembly, note the findings, note the initial city council response and request that officers consider the findings in the development of the Carbon Neutral Plan, fifth Local Transport Plan and the Local Cycling and Walking Infrastructure Plan.

**2. RECOMMENDATIONS:**

That the Environment, Transport & Sustainability Committee:

- 2.1 Welcomes the final report of the Brighton & Hove Climate Assembly (Findings Report attached in Appendix 1) and the interim report of the Youth Climate Assembly (attached in Appendix 2);
- 2.2 Notes the findings of the Brighton & Hove Climate Assembly, including the assembly's 10 key recommendations that are set out on p4 of the Climate Assembly report at Appendix 1, and notes the interim findings of the Youth Climate Assembly at Appendix 2;
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- 2.4 Requests that officers consider the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly when developing the fifth Local Transport Plan, the Local Cycling and Walking Infrastructure Plan and further developing current transport initiatives such as the Liveable City Centre and Ultra Low Emission Zone schemes.

That the Policy & Resources Committee:

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- 2.4 Requests that officers consider the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly in the development of the 2030 Carbon Neutral Plan

### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Brighton & Hove City Council declared a Climate and Biodiversity Emergency in December 2018 and has committed to becoming a carbon neutral city by 2030. In December 2019 Policy & Resources Committee approved the establishment of the cross-party 2030 Carbon Neutral Member Working Group to oversee the creation and delivery of a Carbon Neutral Programme to help the city to transition to carbon neutrality by 2030. In December 2019 Policy & Resources Committee also approved a Recommendation to note the requirement to develop an engagement programme to inform this work including a city Citizens' Assembly on Climate Change.
- 3.2 A Citizens' Assembly is a group of people who are brought together to discuss an issue or issues and reach a conclusion about what they think should happen. The people who take part are chosen so they reflect the wider population – in terms of demographics (e.g. age, gender, ethnicity, social class). Citizens' assemblies give members of the public the time and opportunity to learn about and discuss a topic, before reaching conclusions. Citizens' assemblies often adopt a three-step process of learning, deliberation and decision making. This is supported by a team of impartial facilitators who guide participants through the process, ensuring that everyone is heard and comfortable participating.
- 3.3 The city council commissioned Ipsos MORI to design and deliver the city Citizens' Assembly 'Brighton & Hove Climate Assembly' focusing on transport and travel. Carbon dioxide emissions from transport represent around one third of the total emissions in our city, and they are reducing more slowly than emissions from housing or industry. Assembly Members were asked to address the key question 'How can we step up actions to reduce transport related carbon emissions in the city?'.
- 3.4 Ipsos MORI delivered its final report on the Brighton & Hove Climate Assembly to the city council in early December 2020. The city council would like to take this opportunity to formally thank the 50 Assembly Members who gave up their time and contributed their ideas to help make this first city Citizens' Assembly a successful initiative. Councillors have written an open letter to the Assembly Members thanking them for their contribution and setting out next steps, to accompany the final report which has been published on the city council website (attached in Appendix 3).

- 3.5 Working with The Sortition Foundation, Ipsos MORI recruited a randomly selected but representative sample of 50 Brighton & Hove residents aged 16 and over (a 'mini public'). A range of selection criteria were applied: gender, age, ethnicity, long-term illness or disability, occupation, car ownership and area of the city. Invitations were sent to 10,000 local households, 700 residents applied for one of the 50 places; a very strong response compared to Citizens' Assemblies elsewhere.
- 3.6 Although originally planned as three face to face sessions in April-May 2020, due to the Covid-19 pandemic, the Climate Assembly was delivered through five on-line sessions over the period 22 September – 7 November 2020. Ipsos MORI established and led a Climate Assembly Advisory Board which met five times between July – November 2020 to provide 'check and challenge' throughout the process. The board contributed to planning and the development of materials and suggested expert speakers. The board brought together diverse views and perspectives from academics, specialists, activists, councillors and council officers.
- 3.7 The Climate Assembly received presentations from 14 expert speakers, who introduced the issue and presented a range of options (or policy interventions) to help reduce carbon emissions from transport and travel. The main themes were improving public transport, reducing car use and improving active travel. In each session Assembly Members discussed the presentations in small groups and asked the expert speakers follow-up questions and clarifications. Assembly Members received pre-reading materials and Frequently Asked Questions (FAQs) with responses from the expert speakers and the city council were made available after the sessions. All these written materials are contained in the Brighton & Hove Climate Assembly Technical Report written by Ipsos MORI. The video presentations and all the other materials were made available on the Brighton & Hove Climate Assembly mini website hosted by Ipsos Mori.
- 3.8 The Brighton & Hove Climate Assembly strongly supported taking action to reduce transport-related carbon emissions, recognising that wide-ranging changes to the way we travel will be necessary, as well as challenging. The 10 key recommendations of the Assembly are briefly outlined on page 4 of the final report in Appendix 1, and again in fuller detail with conditions/caveats on pages 13-15. It is important to read the main body of the report which explains these recommendations in full, how the assembly developed them, and the caveats and conditions that apply to each. The recommendations generated by assembly members focussed on the need to reduce travel by private vehicles, increase active travel, improve public transport, and the importance of engaging the residents of Brighton and Hove in developing and implementing any changes.
- 3.9 The recommendations are presented by the Climate Assembly as a suite, rather than standalone ideas – so consideration should be given to them all as part of a strategic, integrated approach. The assembly wanted the council to focus its efforts on making sure there is no need for unnecessary private car use (unless someone is disabled/have a blue badge), focusing on improving alternatives and communicating those alternatives. Assembly members were sensitive to the language used in the recommendations, leaning towards a focus on what is gained rather than lost. The assembly want the council to recognise the diversity of the residents in Brighton and Hove, particularly in terms of needs and how

tailored communication approaches would be required for different audiences. The assembly kept a strong focus on changing mindsets through interventions, campaigns, and prioritising active travel.

- 3.10 In terms of implementation, physical barriers (such as poor or non-existent infrastructure) were deemed the biggest barriers to reducing car use. To address physical barriers, it is suggested that the council should improve infrastructure, raise awareness of improvements and motivate citizens to use public transport or travel by walking or cycling. The report also sets out that:
  - 3.10.1 To address citizens' expectation that public transport will not be convenient and reliable enough to reduce their car use, the council should consider demonstrating the reliability and convenience of an improved transport network.
  - 3.10.2 To address citizens' habits, the council should consider interventions that enable them to plan their journeys, change routines and provide positive feedback.
  - 3.10.3 To address social and cultural norms around prioritising the driver, messaging may benefit from emphasising public health benefits, and the reinvigoration of communities while also addressing climate change. Communication may also benefit from challenges to false assumptions about other people's habits.
- 3.11 It is important that the city council works with local residents, businesses and other organisations in order to help reduce carbon emissions in the city. The Brighton & Hove Climate Assembly forms an important part of this engagement work, but the city council was keen to involve the wider city in the conversation and established the on-line space 'Let's talk climate change': <https://climateconversationsbrighton.uk.engagementhq.com/>. This platform has links to all the Climate Assembly materials and presentations and involves the wider city in conversation, polls and submitting ideas about local action on climate change. To date, in line with the Brighton & Hove Climate Assembly, the focus is on carbon reduction and transport and travel. However, the on-line space will also cover a range of other themes / initiatives and seek residents' input to help the city to transition to carbon neutrality.
- 3.12 Young people from across the city also established and delivered a youth climate assembly, believed to be the first of its kind in the UK, to run alongside the Brighton & Hove Climate Assembly. The youth climate assembly for ages 13 to 19 (up to 25 for young people with special educational needs and disability (SEND)) also focused on reducing carbon emissions from transport and travel and will feed back its outcomes to the city council. The city council would like to take this opportunity to formally thank the organisers and members of the Youth Climate Assembly who gave up their time and contributed their ideas to help make this a successful initiative.
- 3.13 It is proposed that the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly are used to inform the development of the Carbon Neutral Plan, the new (fifth) Local Transport Plan (LTP5), and the Local Cycling and Walking Infrastructure Plan (LCWIP). The Carbon Neutral Plan will have several thematic priorities including 'Transport and Travel' and the findings of the

Assembly will help shape the carbon reduction projects included in this section of the Plan. A report on the Carbon Neutral Plan will be brought to committee in March 2021. Reports on LTP5 and LCWIP are planned to be brought to Environment, Transport & Sustainability Committee later this year.

- 3.14 Furthermore, it is proposed the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly are used to inform the further development of current transport initiatives such as the Liveable City Centre and Ultra Low Emission Zone schemes. A report on the initial feasibility study for these two schemes will be considered by Environment, Transport & Sustainability Committee on 19 January 2021.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The Brighton & Hove Climate Assembly was originally planned as being delivered through three face-to-face sessions over the period April-May 2020. Due to anticipated Covid-19 restrictions relating to large public meetings it was agreed to move to an on-line format and deliver five on-line sessions in September-November 2020.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The Brighton & Hove Climate Assembly forms a key part of the community engagement work to develop the new (fifth) Local Transport Plan, the Local Cycling and Walking Infrastructure Plan and the Carbon Neutral Plan. In addition, the Climate Assembly Advisory Board, established by Ipsos MORI, provided 'check and challenge' throughout the process, bringing together diverse views and perspectives from academics, specialists, activists, councillors and council officers.
- 5.2 In addition to the main climate assembly, local young people created and delivered the city Youth Climate Assembly which also focused on transport and travel. The Youth Climate Assembly met over the period October – December 2020, supported by the city council's Youth Participation team, and has recently shared its interim findings with the city council (Appendix 2).
- 5.3 A week before the opening session of the Brighton & Hove Climate Assembly, the city council launched the 'Let's talk climate change' on-line space to engage local residents in action on climate change.

#### **6. CONCLUSION**

- 6.1 The outcomes of the Brighton & Hove Climate Assembly and the Youth Climate Assembly should be used to inform both the development of strategies, plans and initiatives on transport and travel and the development of the city council's Carbon Neutral Plan to help the city to transition to carbon neutrality by the target date of 2030.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 There are no direct financial implications arising from the recommendations of this report. The costs of the development and delivery of the Climate Assembly are being met from existing service budgets. The recommendations include officers to consider the findings in the development of Local Transport Plan 5, the Local Cycling & Walking Infrastructure Plan, the 2030 Carbon Neutral Plan and the development of transport initiatives; separate reports for these will be brought to committee and will include financial implications as appropriate.

*Finance Officer Consulted: James Hengeveld*

*Date: 07/01/21*

### Legal Implications:

- 7.2 The Council's Environment, Transport & Sustainability Committee is responsible for the Council's functions relating to highways management, traffic management and transport, parking and sustainability. Decisions which have corporate policy implications should be taken by Policy & Resources Committee. This report seeks decisions from both committees as set out in the recommendations. The [recent coroner's landmark ruling](#) in the Ella Kissi-Debrah case is significant and widely believed to be the first in the world to identify air pollution as a cause of an individual's death. [More information](#).

*Lawyer Consulted: Alice Rowland*

*Date: 08/12/20*

### Equalities Implications:

- 7.3 The recruitment was designed to ensure that the 50 Assembly Members formed a broadly representative sample of Brighton & Hove residents. A range of selection criteria were applied: gender, age, ethnicity, long-term illness or disability, occupation, car ownership and area of the city. The Climate Assembly included a session on inclusion and accessibility, and Assembly Members stressed the importance of considering the needs of people with disabilities, as well as people whose livelihoods may be affected as a result of some of the measures discussed in the assembly. Equality Impact Assessments (EqlAs) would be required in developing projects, including considerations of access and affordability.

### Sustainability Implications:

- 7.4 The Brighton & Hove Climate Assembly forms a key part of the community engagement work to support the development of the Carbon Neutral Plan which will set out actions to help the city achieve carbon neutrality by the target date of 2030. In addition, the Climate Assembly findings will inform the development of key local sustainable transport and travel strategies: the LTP5 and the LCWIP.

### Brexit Implications:

- 7.5 None identified



### Public Health Implications:

- 7.6 Enabling greater uptake of active travel across the city would provide both short- and long-term benefits to the mental and physical health of residents: walking and cycling reduce the risk factors for a number of diseases, including cardiovascular disease, respiratory diseases, some cancers, and Type II diabetes. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy. Reducing road transport emissions would improve air quality in our city – pollution causes over 170 early deaths each year in Brighton & Hove and is linked to heart disease, respiratory diseases and some cancers. Our own evidence on exposure to bad air pollution in our [Air Quality Annual Status Report](#). As set out by the [Royal College of Physicians](#): “Air pollution also adversely effects the development of the foetus. There is compelling evidence that air pollution is associated with new onset asthma in children and adults as well as contributing to diabetes, neurodegenerative diseases and is a risk factor for lung cancer”. [UNICEF](#) “At least 4.5 million children in the UK are growing up in areas with unsafe levels of particulate matter”

### Corporate / Citywide Implications:

- 7.7 The findings of the Brighton & Hove Climate Assembly will inform the development of the following city plans: the Carbon Neutral Plan, LTP5 and the LCWIP. The findings can also inform positions on planning, as the updated [National Planning Policy Framework](#) paragraph 181 states: “Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new Development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.” Furthermore, it is proposed that the findings of the Brighton & Hove Climate Assembly are used to inform the further development of current transport initiatives such as the Liveable City Centre and Ultra Low Emission Zone schemes. A report on the initial feasibility study for these two schemes will be considered by Environment, Transport & Sustainability Committee on 19 January 2021.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Brighton & Hove Climate Assembly Findings Report written by Ipsos MORI
2. Youth Climate Assembly Interim Findings
3. Initial response from Brighton & Hove City Council – open letter from councillors

### **Background Documents**

None



<b>Subject:</b>	<b>Brighton &amp; Hove Climate Assembly</b>		
<b>Date of Meeting:</b>	<b>21 January 2021</b> 19 January 2021 Environment, Transport & Sustainability Committee		
<b>Report of:</b>	<b>Executive Director Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Rachel Williams</b>	<b>Tel: 01273 291098</b>
	<b>Email:</b>	<b>rachel.williams@brighton-hove.gov.uk</b>	
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- 3.6 Although originally planned as three face to face sessions in April-May 2020, due to the Covid-19 pandemic, the Climate Assembly was delivered through five on-line sessions over the period 22 September – 7 November 2020. Ipsos MORI established and led a Climate Assembly Advisory Board which met five times between July – November 2020 to provide 'check and challenge' throughout the process. The board contributed to planning and the development of materials and suggested expert speakers. The board brought together diverse views and perspectives from academics, specialists, activists, councillors and council officers.
- 3.7 The Climate Assembly received presentations from 14 expert speakers, who introduced the issue and presented a range of options (or policy interventions) to help reduce carbon emissions from transport and travel. The main themes were improving public transport, reducing car use and improving active travel. In each session Assembly Members discussed the presentations in small groups and asked the expert speakers follow-up questions and clarifications. Assembly Members received pre-reading materials and Frequently Asked Questions (FAQs) with responses from the expert speakers and the city council were made available after the sessions. All these written materials are contained in the Brighton & Hove Climate Assembly Technical Report written by Ipsos MORI. The video presentations and all the other materials were made available on the Brighton & Hove Climate Assembly mini website hosted by Ipsos Mori.
- 3.8 The Brighton & Hove Climate Assembly strongly supported taking action to reduce transport-related carbon emissions, recognising that wide-ranging changes to the way we travel will be necessary, as well as challenging. The 10 key recommendations of the Assembly are briefly outlined on page 4 of the final report in Appendix 1, and again in fuller detail with conditions/caveats on pages 13-15. It is important to read the main body of the report which explains these recommendations in full, how the assembly developed them, and the caveats and conditions that apply to each. The recommendations generated by assembly members focussed on the need to reduce travel by private vehicles, increase active travel, improve public transport, and the importance of engaging the residents of Brighton and Hove in developing and implementing any changes.
- 3.9 The recommendations are presented by the Climate Assembly as a suite, rather than standalone ideas – so consideration should be given to them all as part of a strategic, integrated approach. The assembly wanted the council to focus its efforts on making sure there is no need for unnecessary private car use (unless someone is disabled/have a blue badge), focusing on improving alternatives and communicating those alternatives. Assembly members were sensitive to the language used in the recommendations, leaning towards a focus on what is gained rather than lost. The assembly want the council to recognise the diversity of the residents in Brighton and Hove, particularly in terms of needs and how

tailored communication approaches would be required for different audiences. The assembly kept a strong focus on changing mindsets through interventions, campaigns, and prioritising active travel.

- 3.10 In terms of implementation, physical barriers (such as poor or non-existent infrastructure) were deemed the biggest barriers to reducing car use. To address physical barriers, it is suggested that the council should improve infrastructure, raise awareness of improvements and motivate citizens to use public transport or travel by walking or cycling. The report also sets out that:
  - 3.10.1 To address citizens' expectation that public transport will not be convenient and reliable enough to reduce their car use, the council should consider demonstrating the reliability and convenience of an improved transport network.
  - 3.10.2 To address citizens' habits, the council should consider interventions that enable them to plan their journeys, change routines and provide positive feedback.
  - 3.10.3 To address social and cultural norms around prioritising the driver, messaging may benefit from emphasising public health benefits, and the reinvigoration of communities while also addressing climate change. Communication may also benefit from challenges to false assumptions about other people's habits.
- 3.11 It is important that the city council works with local residents, businesses and other organisations in order to help reduce carbon emissions in the city. The Brighton & Hove Climate Assembly forms an important part of this engagement work, but the city council was keen to involve the wider city in the conversation and established the on-line space 'Let's talk climate change': <https://climateconversationsbrighton.uk.engagementhq.com/>. This platform has links to all the Climate Assembly materials and presentations and involves the wider city in conversation, polls and submitting ideas about local action on climate change. To date, in line with the Brighton & Hove Climate Assembly, the focus is on carbon reduction and transport and travel. However, the on-line space will also cover a range of other themes / initiatives and seek residents' input to help the city to transition to carbon neutrality.
- 3.12 Young people from across the city also established and delivered a youth climate assembly, believed to be the first of its kind in the UK, to run alongside the Brighton & Hove Climate Assembly. The youth climate assembly for ages 13 to 19 (up to 25 for young people with special educational needs and disability (SEND)) also focused on reducing carbon emissions from transport and travel and will feed back its outcomes to the city council. The city council would like to take this opportunity to formally thank the organisers and members of the Youth Climate Assembly who gave up their time and contributed their ideas to help make this a successful initiative.
- 3.13 It is proposed that the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly are used to inform the development of the Carbon Neutral Plan, the new (fifth) Local Transport Plan (LTP5), and the Local Cycling and Walking Infrastructure Plan (LCWIP). The Carbon Neutral Plan will have several thematic priorities including 'Transport and Travel' and the findings of the

Assembly will help shape the carbon reduction projects included in this section of the Plan. A report on the Carbon Neutral Plan will be brought to committee in March 2021. Reports on LTP5 and LCWIP are planned to be brought to Environment, Transport & Sustainability Committee later this year.

- 3.14 Furthermore, it is proposed the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly are used to inform the further development of current transport initiatives such as the Liveable City Centre and Ultra Low Emission Zone schemes. A report on the initial feasibility study for these two schemes will be considered by Environment, Transport & Sustainability Committee on 19 January 2021.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The Brighton & Hove Climate Assembly was originally planned as being delivered through three face-to-face sessions over the period April-May 2020. Due to anticipated Covid-19 restrictions relating to large public meetings it was agreed to move to an on-line format and deliver five on-line sessions in September-November 2020.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The Brighton & Hove Climate Assembly forms a key part of the community engagement work to develop the new (fifth) Local Transport Plan, the Local Cycling and Walking Infrastructure Plan and the Carbon Neutral Plan. In addition, the Climate Assembly Advisory Board, established by Ipsos MORI, provided 'check and challenge' throughout the process, bringing together diverse views and perspectives from academics, specialists, activists, councillors and council officers.
- 5.2 In addition to the main climate assembly, local young people created and delivered the city Youth Climate Assembly which also focused on transport and travel. The Youth Climate Assembly met over the period October – December 2020, supported by the city council's Youth Participation team, and has recently shared its interim findings with the city council (Appendix 2).
- 5.3 A week before the opening session of the Brighton & Hove Climate Assembly, the city council launched the 'Let's talk climate change' on-line space to engage local residents in action on climate change.

#### **6. CONCLUSION**

- 6.1 The outcomes of the Brighton & Hove Climate Assembly and the Youth Climate Assembly should be used to inform both the development of strategies, plans and initiatives on transport and travel and the development of the city council's Carbon Neutral Plan to help the city to transition to carbon neutrality by the target date of 2030.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 There are no direct financial implications arising from the recommendations of this report. The costs of the development and delivery of the Climate Assembly are being met from existing service budgets. The recommendations include officers to consider the findings in the development of Local Transport Plan 5, the Local Cycling & Walking Infrastructure Plan, the 2030 Carbon Neutral Plan and the development of transport initiatives; separate reports for these will be brought to committee and will include financial implications as appropriate.

*Finance Officer Consulted: James Hengeveld*

*Date: 07/01/21*

### Legal Implications:

- 7.2 The Council's Environment, Transport & Sustainability Committee is responsible for the Council's functions relating to highways management, traffic management and transport, parking and sustainability. Decisions which have corporate policy implications should be taken by Policy & Resources Committee. This report seeks decisions from both committees as set out in the recommendations. The [recent coroner's landmark ruling](#) in the Ella Kissi-Debrah case is significant and widely believed to be the first in the world to identify air pollution as a cause of an individual's death. [More information](#).

*Lawyer Consulted: Alice Rowland*

*Date: 08/12/20*

### Equalities Implications:

- 7.3 The recruitment was designed to ensure that the 50 Assembly Members formed a broadly representative sample of Brighton & Hove residents. A range of selection criteria were applied: gender, age, ethnicity, long-term illness or disability, occupation, car ownership and area of the city. The Climate Assembly included a session on inclusion and accessibility, and Assembly Members stressed the importance of considering the needs of people with disabilities, as well as people whose livelihoods may be affected as a result of some of the measures discussed in the assembly. Equality Impact Assessments (EqIAs) would be required in developing projects, including considerations of access and affordability.

### Sustainability Implications:

- 7.4 The Brighton & Hove Climate Assembly forms a key part of the community engagement work to support the development of the Carbon Neutral Plan which will set out actions to help the city achieve carbon neutrality by the target date of 2030. In addition, the Climate Assembly findings will inform the development of key local sustainable transport and travel strategies: the LTP5 and the LCWIP.

### Brexit Implications:

- 7.5 None identified



### Public Health Implications:

- 7.6 Enabling greater uptake of active travel across the city would provide both short- and long-term benefits to the mental and physical health of residents: walking and cycling reduce the risk factors for a number of diseases, including cardiovascular disease, respiratory diseases, some cancers, and Type II diabetes. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy. Reducing road transport emissions would improve air quality in our city – pollution causes over 170 early deaths each year in Brighton & Hove and is linked to heart disease, respiratory diseases and some cancers. Our own evidence on exposure to bad air pollution in our [Air Quality Annual Status Report](#). As set out by the [Royal College of Physicians](#): “Air pollution also adversely effects the development of the foetus. There is compelling evidence that air pollution is associated with new onset asthma in children and adults as well as contributing to diabetes, neurodegenerative diseases and is a risk factor for lung cancer”. [UNICEF](#) “At least 4.5 million children in the UK are growing up in areas with unsafe levels of particulate matter”

### Corporate / Citywide Implications:

- 7.7 The findings of the Brighton & Hove Climate Assembly will inform the development of the following city plans: the Carbon Neutral Plan, LTP5 and the LCWIP. The findings can also inform positions on planning, as the updated [National Planning Policy Framework](#) paragraph 181 states: “Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new Development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.” Furthermore, it is proposed that the findings of the Brighton & Hove Climate Assembly are used to inform the further development of current transport initiatives such as the Liveable City Centre and Ultra Low Emission Zone schemes. A report on the initial feasibility study for these two schemes will be considered by Environment, Transport & Sustainability Committee on 19 January 2021.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Brighton & Hove Climate Assembly Findings Report written by Ipsos MORI
2. Youth Climate Assembly Interim Findings
3. Initial response from Brighton & Hove City Council – open letter from councillors

### **Background Documents**

None





**December 2020**

# **Brighton and Hove Climate Assembly**

## **Findings Report**

Paul Carroll, Chloe Juliette, Faith Jones, Laura Tuhou

**Ipsos MORI**





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# 1 Executive Summary

## 1.1 Background

After declaring a climate emergency, Brighton & Hove City Council commissioned Ipsos MORI to hold a climate assembly focused on reducing carbon emissions from transport and how this can help the city towards its goal of becoming carbon neutral by 2030.

The assembly was conducted online – the first assembly in the UK to be held entirely online following the onset of national lockdown during the COVID-19 pandemic – across five sessions between late September and early November. Recruitment was conducted by the Sortition Foundation through a stratified random process, creating a group of 50 people reflecting the demographics of the city’s population.

The assembly considered the key question, “How can we step up actions to reduce transport related carbon emissions in the city?”

## 1.2 Headlines and recommendations

This executive summary briefly outlines the key recommendations from the assembly. The main body of the report explains these recommendations in full, how the assembly developed them, and the caveats and conditions that apply to each.

The assembly strongly supported taking action to reduce transport emissions, recognising that wide-ranging changes to the way we travel will be necessary, as well as challenging. The recommendations generated by assembly members focussed on the need to reduce travel by private vehicles, increase active travel, improve public transport, and the importance of engaging the residents of Brighton and Hove in developing and implementing any changes.

In summary, the assembly’s ten key recommendations, ranked in the assembly’s own order of priority, are shown below. Please note that the rankings should be seen as a guide to the relative importance of each recommendation.

1. A car-free city centre
2. The public transport system should be affordable/accessible
3. Creation of healthier low traffic/pedestrianised communities
4. The council should actively consult and engage with the community
5. Introduce mobility hubs (NB: A mobility hub is a recognisable place which provides and connects up different types of travel – for example cycle hire, station, parking and transport information)
6. Cyclists should be prioritised over cars through well-designed dedicated cycling networks that are safe and practical for day-to-day use as well as leisure

7. Introduce a Park & Ride to minimise car use in the city
8. Make public transport a more convenient alternative to driving a car
9. Messaging should focus on what people gain rather than lose and educate/expand citizens knowledge
10. There should be a focus on incentives rather than sanctions as interventions

The recommendations are viewed as a suite, rather than standalone ideas – they should all be implemented together in order to be as effective as possible. The assembly wanted the council to focus its efforts on making sure there is no need for private car use (unless someone is disabled/have a blue badge), focusing on improving alternatives and communicating those alternatives. Assembly members were sensitive to the language used in the recommendations, leaning towards a focus on what is gained rather than lost. The assembly want the council to recognise the diversity of the residents in Brighton and Hove, particularly in terms of needs and how tailored communication approaches would be required for different audiences. The assembly kept a strong focus on changing mindsets through interventions, campaigns, and prioritising active travel.

### 1.3 Implementation

Physical barriers (such as poor or non-existent infrastructure) were deemed the biggest barriers to reducing car use. To address physical barriers, the council should improve infrastructure, raise awareness of improvements and motivate citizens to use public transport or travel by walking or cycling.

To address citizens' expectation that public transport will not be convenient and reliable enough to reduce their car use, the council should consider demonstrating the reliability and convenience of an improved transport network.

To address citizens' habits, the council should consider interventions that enable them to plan their journeys, change routines and provide positive feedback.

To address social and cultural norms around prioritising the driver, messaging may benefit from emphasising public health benefits, and the reinvigoration of communities while also addressing climate change. Communication may also benefit from challenges to false assumptions about other people's habits.

## 2 Methodology

Brighton & Hove City Council declared a Climate and Biodiversity Emergency in December 2018 and has committed to becoming a carbon neutral city by 2030. To help shape how Brighton & Hove City Council combat climate change over the next decade, Ipsos MORI was commissioned to run a citizens' assembly. A citizens' assembly is a body of selected citizens who meet to learn about, discuss, and make recommendations on a particular issue through a process of structured deliberation.

The assembly focused on transport strategy and how this can help the city towards its goal of becoming carbon neutral by 2030. Carbon dioxide emissions from transport account for one third of the total emissions from Brighton and Hove, and they are reducing more slowly than emissions from housing and industry. The city council therefore chose transport as its focus for this assembly. The assembly took place across five sessions in September, October, and November. It was held online as the COVID-19 pandemic meant that face-to-face meetings of large groups were unsafe. Given that Brighton & Hove City Council had declared this topic an emergency, postponing the assembly to a time when the pandemic had subsided was not an option.

The assembly considered the key question, "How can we step up actions to reduce transport related carbon emissions in the city?"

### 2.1 Advisory Board

Materials were developed in partnership with Brighton & Hove City Council with oversight and input from the advisory board. The advisory board provided check and challenge throughout the process, suggested expert speakers, and contributing to planning and the development of materials, particularly stimulus materials used in the discussions with assembly members. The board brought together diverse views and perspectives from academics, specialists, activists, local councillors, and council officers. They met five times between July and December 2020, with ongoing communication between meetings throughout the process.

### 2.2 Recruitment

Recruitment was conducted by the Sortition Foundation, which specialises in bringing together randomly selected, representative groups of people. In line with best practice, assembly members were recruited through a stratified random process, creating a group of 50 people reflecting the demographics of the city's population.

A range of selection criteria were applied: gender; age; ethnicity; long-term illness or disability; occupation; car ownership; and area of the city. Anyone aged 16 and over who was permanently resident in the UK, and who lived at an address that received the invitation could apply, though only one person per household could be selected. The postcode address file was used as a basis for mailing out 10,000 invitation letters across the city. From the 702 applications received, a randomised process selected people who fitted the demographic quotas. At the end of this chapter is a table that shows the target quotas and



demographics of those recruited. Note that we over-sampled from BAME communities, almost doubling the 11% population figures to 20%, to ensure better representation of the diversity inherent within this broad statistical category. Some people were not allowed to apply: elected representatives from any level of government; paid employees of any political party; or council employees working in transport, planning, policy, or any politically-restricted post.

In line with good practice in encouraging full participation, assembly members were each paid a £250 honorarium, recognising the time they gave up in order to take part, and ensuring that a diverse range of people – including those on low-incomes or with caring responsibilities – could take part.

The profile of attendees for each session can be found in the Appendix, which illustrates the demographic breakdown of the assembly members.

## 2.3 Structure and dates

The assembly took place online – the first assembly in the UK to be held entirely online – across five sessions between late September and early November:

1. Tuesday 22 September, 6pm - 8:30pm
2. Tuesday 6 October, 6pm - 9pm
3. Saturday 10 October, 10am - 1pm
4. Thursday 5 November, 6pm - 9pm
5. Saturday 7 November, 10am - 1pm

The first session, on the evening of 22 September, focused on engaging assembly members, making them comfortable with the technology and the group environment, and setting the scene for the rest of the assembly. Assembly members heard presentations on climate change, public health, and the local context for sustainable transport, and discussed what they thought are the biggest climate change challenges.

The second and third sessions, on the evening of 6 October and the morning of 10 October, made up the learning phase of the assembly. During these sessions, members were presented with more information and had the opportunity to ask questions of expert presenters.

In session two, on 6 October, assembly members considered local bus services in terms of their speed, reliability and price; mobility hubs; car-free (or low traffic) city centres; road user charging; electric cars; and parking (in terms of its availability and cost).

In session three, on 10 October, assembly members talked about low traffic neighbourhoods; strategic cycling networks; an active travel behaviour change campaign; and three case studies about the experience of disabled and migrant citizens.

The deliberation and recommendation-forming stage of the assembly, sessions four and five, took place a month later on the evening of Thursday 5, and the morning of Saturday 7 November. This break between sessions three and four allowed assembly members to

reflect on what they had learned, before coming back to deliberate and develop recommendations.

In session four, on 5 November, assembly members heard presentations on behaviour change and the future of transport. They discussed the interventions they would and would not support being implemented, their conditions for those interventions, and the trade-offs that would need to be considered.

In session five, on 7 November, the assembly discussed and agreed on headline recommendations and the conditions that need to be applied to any intervention for them to be acceptable to the community of Brighton and Hove.

At the beginning of each session, assembly members gathered in plenary for introductions and expert presentations. They subsequently moved between the main plenary session and smaller breakout discussion groups of 5-6 assembly members a number of times during each session; during plenary sessions, facilitators were invited to pose questions from their group to the expert presenters.

## 2.4 Deliberation

The assembly members were split into ten breakout groups of five members each. In each of the ten breakout groups, discussion was facilitated by experienced moderators from Ipsos MORI, who used a detailed discussion guide to structure the conversations and ensure all the topics were covered uniformly. A professional note-taker was also assigned to each group to transcribe the discussions, and many groups also had an observer (usually either staff and/or councillors from Brighton & Hove City Council, or a member of the Advisory Board). While assembly members and facilitators all appeared on screen, so they could see and talk to each other, note-takers and observers were asked not to use their camera, and to remain muted throughout, to ensure they posed as little distraction to assembly members as possible.

Assembly members were assigned to a different breakout group for each of the five sessions, to ensure they were exposed to as wide a range of opinions as possible from fellow members, with these groupings arranged to represent people from a range of ages and genders.

Following each of the sessions, a “frequently asked questions” (FAQ) document was compiled by the Ipsos MORI team – questions were passed to staff and presenters to answer and then published in the public domain. These FAQs, along with videos of the expert presentations and summaries of the Advisory Board meetings, were all published on the assembly website.

## 2.5 Ranking exercise

Before the penultimate session on 5 November, the Ipsos MORI research team analysed data from the previous sessions and pulled out ten key recommendations. These were put to the assembly members, who were asked to tweak and prioritise them in order to ensure that their views were reflected accurately.

## 2.6 Technical report

The research materials used across the assembly sessions – the discussion guides and stimulus materials used by facilitators, as well as all other supporting materials and more methodological details – can be found in the accompanying technical report. These materials were produced by the Ipsos MORI team, with input from the city council and the advisory board.

## 2.7 Interpretation of findings

When considering these findings, it is important to bear in mind what a qualitative approach provides. It explores the range of attitudes and opinions of participants in detail. It provides an insight into the key reasons underlying participants' views. Findings are descriptive and illustrative, not statistically representative. Often individual participants hold somewhat contradictory views – often described as 'cognitive dissonance'. Participants are provided with detailed information over the course of the five sessions, and thus become more informed than the general public – particularly so given the highly immersive nature of a citizens' assembly.

It is important to note that the opinions of the assembly members presented here represent their belief in what is true, regardless of what may or may not be happening in Brighton and Hove. For example, some of the assembly's recommendations and associated conditions may resemble a service that already exists in the city. The fact that this is unknown to assembly members is, itself, a key finding from the process which should be reflected in the city council's response.

## 2.8 Assembly member demographics profile

The final target profile was agreed between the city council, the advisory board, and Ipsos MORI to reflect of the demographic diversity of Brighton and Hove, while ensuring representation across all key groups.

	Target		Recruited	
	%	Number	%	Number
<b>Gender</b>				
Male	50	25	46	23
Female	50	25	52	26
Other	0	0	2	1
<b>Total</b>	<b>100</b>	<b>50</b>	<b>100</b>	<b>50</b>
<b>Age</b>				
0-15	0	0	0	0
16-24	20	10	22	11
25-44	37	18	38	19
45-64	28	14	23	12
65-74	8	4	10	5
75+	7	3	6	3
100+	0	0	0	0
<b>Total</b>	<b>100</b>	<b>50</b>	<b>100</b>	<b>50</b>
<b>Geographical area</b>				

Area 1 – Woodingdean and Rottingdean Coastal	10	5	6	3
Area 2 – Queens Park, Hanover & Elm Grove, Moulsecoomb & Bevendean, East Brighton	22	11	24	12
Area 3 – Hove Park, Withdean, Patcham, Preston Park, Hollingdean and Stanmer	24	12	28	14
Area 4 – Central Hove, Goldsmid, Brunswick & Adelaide, Regency, St. Peter's & North Laine	24	12	26	13
Area 5 – North Portslade, South Portslade, Hangleton and Knoll, Wish, Westbourne	20	10	16	8
<b>Total</b>	<b>96</b>	<b>50</b>	<b>100</b>	<b>50</b>
<b>Occupation</b>				
Professional occupation or technician	27	13	28	14
Operator or elementary occupation	7	3	6	3
Service occupation	15	7	14	7
Skilled trade	5	2	6	3
Student	13	6	14	7
Not in the labour force Retired	8	4	10	5
Not in the labour force Other	19	9	16	8
75+ occupation	7	3	6	3
<b>Total</b>	<b>101</b>	<b>50</b>	<b>100</b>	<b>50</b>
<b>Car Ownership (by household)</b>				
Yes	68	34	68	34
No	32	16	32	16
<b>Total</b>	<b>100</b>	<b>50</b>	<b>100</b>	<b>50</b>
<b>Ethnicity</b>				
White British	71	35	72	36
White Other	9	4	8	4
BAME	20	10	20	10
<b>Total</b>	<b>100</b>	<b>50</b>	<b>100</b>	<b>50</b>
<b>Long term illness or disability</b>				
Yes	9	4	8	4
Yes, limited a little	10	5	12	6
No	81	40	80	40
<b>Total</b>	<b>100</b>	<b>50</b>	<b>100</b>	<b>50</b>

## 2.9 Acknowledgments

Ipsos MORI would like to thank assembly members for giving up their time and engaging with such dedication throughout the deliberations. We also thank the advisory board for their extensive input into making the process as effective and engaging as possible, the expert speakers who gave up their time to contribute their knowledge, and to the council officers who commissioned the project and worked with us to navigate developing materials.

**Advisory Board**

Dr. Gary Fuller, Imperial College London

Dr. Lesley Murray, University of Brighton

Dr. Nicola Khan, University of Brighton

Prof. Julie Doyle, University of Brighton

Prof. Dominic Kniveton, University of Sussex

Dr. Matthew Adams, University of Brighton

Cllr. Phelim MacCafferty, BHCC Green Party

Cllr. Nancy Platts, BHCC Labour Party

Cllr. Prof. Samer Bagaeen, BHCC Conservative Party

Chris Todd, Transport Action Network, Brighton and Hove Friends of the Earth

Rosie Sauvage, XR

Simon Burall, Involve

Rania Van Den Ouweland, Youth Strike 4 Climate

Steve Gooding, RAC Foundation

Mark Prior, BHCC

Gavin Stewart, Brighton and Hove Economic Partnership

**Expert speakers**

Prof. Jillian Anable, Institute for Transport Studies at University of Leeds

Kathleen Cuming, BHCC

Benjamin Skinner, youth speaker

Mark Prior, BHCC

Andrew Boag, BusWatch

Cllr. Waseem Zaffar, Birmingham City Council

James Ashton, Nottingham City Council

Martin Harris, Brighton & Hove Bus Company

Cllr. Clyde Loakes, Waltham Forest Council

David McKenna, Street Spirit Design

Dr. Nichola Khan, University of Brighton

Prof. Rachel Aldred, University of Westminster

Cllr. Christopher Hammond, Southampton City Council

Dr. Penny Atkins, University of Brighton

**Brighton & Hove City Council Officers**

Rachel Williams

Simon Newell

Chloe Sands

Kirsten Firth

Paul Holloway

Andrew Renaut

Mark Prior

Nick Hibberd

### 3 The assembly's recommendations

The climate assembly agreed ten key recommendations for reducing transport-related carbon emissions in Brighton and Hove. The table below lists these recommendations, alongside the conditions and caveats that the assembly insisted be considered alongside each recommendation.

It's important to note that, while the recommendations below are listed in order of preference as agreed by the assembly as a whole, all ten recommendations had strong support across the assembly. Assembly members wished to see all ten recommendations addressed, rather than for some recommendations to be cherry-picked at the expense of others. The recommendations were considered as a whole package of necessary, interdependent measures which would help reduce transport-related carbon emissions while, simultaneously, engaging residents in the changes, building the trust and support necessary for the changes to be successful.

Priority	Recommendation	Conditions / caveats
1	Car-free city centre	<p>Dependent on improved public transport infrastructure being in place. Additionally, dependent on private transport infrastructure i.e. walking and cycling. (NB: by "private transport" assembly members meant modes of active travel)</p> <p>Exceptions must be made for people who need cars (and other vehicles), e.g. blue badge holders, deliveries. Those who can use other means should not use cars.</p>
2	The public transport system should be affordable/accessible	<p>This includes a ticketing system that encompasses all public transport.</p> <p>Pricing should be relative to other forms of transport (i.e. taxis). Open ended/flexible season tickets should be introduced.</p> <p>Reconsider the times that buses are on the road, to ensure that there aren't excess buses on the road with no one in them.</p> <p>Options should be well communicated.</p>
3	Healthier low traffic/pedestrianised communities	<p>Including school streets.</p> <p>Exceptions must be made for people who need to use their car (e.g. disabled people, deliveries) but those who can use other means should not use their car.</p> <p>Start small to demonstrate the value.</p>

		<p>Messaging should include pictures or videos of where this has been implemented so people can easily see how a familiar place used to look compared to what it looks like after the changes (e.g. George Street).</p> <p>Need to make it clear that residents can get in and out of their own low traffic neighbourhood with ease.</p> <p>Benefits should be clearly conveyed (i.e. wellbeing, thriving community, reinvigorated local area).</p>
4	The council should actively consult and engage with neighbourhoods within the community	<p>There should be community advocates who act as middlemen between the community and the council, with a clear definition of their role and support from the council.</p> <p>The council should focus on educating the whole community, listening to them, and adapting their plans according to the feedback provided.</p> <p>The council should consider the methods of communication.</p> <p>The council should measure community involvement.</p> <p>The council should report back to the community about what was done with their feedback and why, evidencing that they are listening.</p>
5	Introduce mobility hubs (a mobility hub is a recognisable place which provides and connects up different types of travel – for example cycle hire, station, parking and transport information)	<p>Research and consult on what mobility hubs should look like locally.</p> <p>Mobility hubs should be in local neighbourhoods.</p> <p>Greater city-wide availability of bikes.</p> <p>City-wide rentable e-bikes.</p> <p>Retrofit the BTN bikes to become e-bikes.</p> <p>Make sure they are by a taxi rank, bus route and/or train station.</p> <p>Transport resource distribution; everyone should be able to access one.</p> <p>Cargo storage attachments should be available for the bikes.</p>
6	Cyclists should be prioritised over cars through well-designed dedicated cycling networks that are safe and practical for day-to-	<p>Cyclists should be actively encouraged to be safe and mindful of others.</p> <p>Enforcement is needed around car users' parking habits – if the network is squeezed into roads.</p>



	day use as well as leisure	
7	Introduce a Park & Ride to minimise car use in the city	<p>There should be no need to use a car in the city centre – it should be easier not to use a car if you are a commuter or visitor.</p> <p>Ensure linking transport infrastructure is in place and well communicated with full city information at the park.</p> <p>Utilise public transport as the primary means of getting into, and travelling around, the city centre.</p>
8	Make public transport a more convenient alternative to driving a car	Public transport should be faster, affordable, and more reliable.
9	Messaging should focus on what people gain rather than lose and educate/expand citizens' knowledge	<p>Should emphasise public health issues and gains.</p> <p>Should emphasise climate change.</p> <p>Educate/expand people's knowledge of the impact of their actions.</p> <p>Communication should be tailored to address the concerns or lifestyles of different types of residents.</p> <p>Should be framed not as 'if' but 'when/how' it happens.</p> <p>Information should be accessible to everyone.</p>
10	There should be a focus on incentives rather than sanctions as interventions	<p>Prioritise restrictive measures over charging-based measures.</p> <p>Measures must account for disproportionate impacts on citizens.</p>

The chapters below describe how these recommendations were formed by the assembly, describing what happened at each stage of the assembly and how assembly members' views developed discussion and deliberation. The final chapter explores ways in which these recommendations might be implemented.

## 4 Session One: introduction to the assembly and the topic

### 4.1 What we did

The first session, held on 22nd September, introduced members to the assembly, explained the process, and set the scene for discussions exploring climate change. Before attending the session, assembly members were sent introductory reading materials outlining the purpose of the climate assembly, the urgency of the climate crisis, and the ways in which climate change impacted upon Brighton and Hove. The materials were designed to give members an overview of the assembly process and provide some useful contextual information about climate change to help ground conversations. In this session assembly members were shown four expert presentations:

- Climate Change and its Impact on the Economy and Youth by Benjamin Skinner, Youth Campaigner
- Climate change and public health by Kathleen Cuming, Public Health Consultant
- Sustainable Transport by Professor Jillian Anable, Professor of Transport and Energy at the University of Leeds
- Local Context: An introduction to Transport and Carbon Reduction in Brighton and Hove by Mark Prior, Assistant Director – City Transport at Brighton & Hove city council

After watching these presentations, facilitators guided the assembly members through discussions in small breakout groups. The assembly explored the following topics:

- Thoughts on the climate assembly objectives
- Initial ideas for possible interventions
- Barriers to implementing interventions
- How to inspire willingness to make changes
- Understanding which interventions the public might support, and why

In the breakout discussions, the assembly members generated clarification questions which were answered by the expert speakers upon return to the plenary. Any unanswered questions were put to the experts in writing and their answers were shared with the assembly after the session.

## 4.2 Findings

*“I am really deeply concerned about the climate crisis. That’s my political and personal perspective [...] it’s important to me that we shouldn’t leave the future in a worse state than we inherited it.”*

Assembly member, session 1

Members strongly supported the aims of the Climate Assembly. There was broad agreement that urgent and radical action is required to meet the 2030 net zero goal set out by the council. The assembly had a broad awareness of the climate emergency and the potential implications for Brighton and Hove, the UK, and beyond. Members recognised that the assembly provided them with a unique opportunity to influence the council’s actions. Although their appetite for change was apparent, members’ perception of climate change varied. During the discussions, two distinct perspectives on how to approach climate change emerged. On the one hand, climate change was viewed as a global issue which demanded systemic change and a *“total rethink and change of our economic model.”* [Assembly member, session 1]. On the other hand, members felt that a more bottom-up approach was required, emphasising the importance of individuals making changes to help reduce carbon emissions.

### Initial ideas for future interventions

Members were extremely engaged with the Climate Assembly content and this was reflected in the discussions. The assembly touched upon a wide range of measures and interventions within breakout groups, many of which were recurrent across multiple groups. The interventions that members put forward fell into two main groups: improving public transport and encouraging active travel.

### Improving public transport

*“Public transport is really important; we have to improve it to be able to offset cars.”*

Assembly member, session 1

Members felt that improving public transport was key to reducing the reliance upon and use of cars. They emphasised the importance of affordable bus travel and stressed the need for public transport to be seen as a more cost-effective alternative to driving. The assembly felt that the current public transport system was disjointed, with suggestions that introducing a Park & Ride scheme would improve residents’ and visitors’ options for travelling into the city centre. There were also suggestions that the council look at implementing more radical transport interventions, such as a tram system. Overall, members felt that if the affordability and convenience of public transport could be improved then it would play a vital role in reducing carbon emissions.

## Encouraging active travel

*“I feel more vulnerable on the roads as a cyclist than I do in a car. I think a lot of people feel that way, and that’s why they don’t cycle.”*

Assembly member, session 1

The assembly recognised the importance of interventions which aimed to increase the uptake of active travel. They felt that walking and cycling are not particularly safe and suggested interventions to improve the safety of pedestrians and cyclists would increase uptake. Measures mentioned spontaneously included: better quality cycle lanes and pavements; segregated cycle lanes; priority road markings and traffic light signals; and the pedestrianisation of the city centre. Members noted that not everyone had access to a bicycle and supported the introduction and expansion of bike-sharing schemes to address this.

Discussions highlighted the variety of ways in which the current system failed road users. Members referenced pop-up cycle lanes, which they believed had been implemented (in part during the course of the pandemic) without thorough consultation, as an example of a good idea which was poorly executed. Members repeatedly acknowledged the importance of getting interventions right first time, and stressed that, whatever the council decided, it was critical that interventions were accompanied by intelligent road planning.

## Barriers to implementing interventions

Discussion around the barriers to implementing interventions were thoughtful and illustrated the fundamental tensions underlying wider debates around climate change. Barriers fell into two categories: attitudinal and practical.

### Attitudinal barriers

*“It’s very hard to think about how what you do will make a difference to climate change”*

Assembly member, session 1

Assembly members discussed how their motivation to take steps to reduce their carbon footprint is hindered by the belief that they alone cannot make a difference individually. Climate change is often presented as a global problem, assembly members suggested – this made it more challenging to see how small changes, such as taking the bus, could have any impact. Members felt that it was important to overcome this perception and embrace an “act locally, think globally” mantra. Instead of waiting for global action, they emphasised the importance of empowering individuals and communities to adopt a more environmentally conscious approach to everyday decisions and actions to reduce carbon emissions.

Discussions highlighted some key tensions about who members believe should be responsible for tackling the climate crisis. On the one hand, members were frustrated by the implication that the onus was on them as individuals. On the other hand, there was a sense

that it is unrealistic to expect the government to intervene in every situation. The assembly emphasised the importance of understanding how different perspectives influence the support for, or resistance to, interventions.

### Practical barriers

*“I would love to cycle, but in most scenarios, it’s too far or too dangerous. I think the cycle routes need to be extended. I wouldn’t be able to get to the cycle route because of the danger of traffic.”*

Assembly member, session 1

Members stressed that poor infrastructure was a major barrier to the accessibility of active travel and public transport options. Barriers to active travel included safety concerns, poor weather, hilly terrain, poor quality roads, uneven pavements, and insufficient street lighting. In the context of public transport, members referenced the cost and length of journeys, limited capacity to accommodate disabled users or parents with prams, and a more general lack of awareness about what public transport options were available.

The assembly was concerned about how the needs of different road users might be balanced. There was a strong feeling that interventions which prioritised one group over another would merely exacerbate existing tensions between groups and damage the support for future interventions. For example, members felt that measures to encourage active travel may contribute to increased congestion or displacement of traffic to other areas of the city.

### How to inspire willingness to make changes

The assembly were strongly in favour of measures which sought to encourage rather than penalise. Members felt that overcoming attitudinal barriers would require winning “hearts and minds”. Suggestions included:

- Tailoring the approach to appeal to groups with different values and priorities. For example, focussing on creating a safer planet for future generations will appeal to some, while emphasising the health benefits of active travel and carbon neutrality will persuade others.
- Sharing knowledge, educating others, and conveying the urgency without being patronising. Members felt that providing people with the information necessary to make up their own minds was key. They emphasised the importance of ensuring that everyone could engage in discussions and make informed decisions.
- Demonstrating that individuals can make a difference. Members felt that it was important to overcome perceptions that individuals were unable to contribute to achieving the carbon neutral target. They stressed the importance clearly communicating the positive impact of interventions, and empowering people to make these changes.

### Understanding what the public might support and why

*“You justify the use of your car for all sorts of different reasons, and the break-up of the usage of cars is so complex.”*

Assembly member, session 1

The assembly acknowledged the importance of understanding why people behave in the way they do. They felt that better understanding of why specific measures proved more favourable would facilitate more effective interventions. However, they also recognised that the factors contributing to individuals' support or resistance to specific measures were complex. As discussions demonstrated, members felt that the barriers and facilitators were heavily context dependent. Although addressing the practical barriers may increase support for interventions among some groups, members emphasised the need for a wider cultural shift to address the attitudinal barriers.

## 5 Session Two: learning about public transport and car use

### Key findings

- Members strongly supported the car-free city centre because they felt that it would have a significant impact on reducing emissions whilst also re-prioritising road space to benefit pedestrians and cyclists.
- The assembly was also in favour of improving public transport, both in terms of affordability and usefulness of services. Members felt that investment in public transport was critical for the viability of other car use interventions.
- Generally, members were less keen on interventions which they perceived to be punitive, such as road user charging. The use of financial deterrents was seen to disproportionately impact low income groups while failing to encourage more sustainable behaviour change.
- Members highlighted the importance of effective consultation and evaluation of future interventions. There was a strong feeling that the impact of measures would depend on careful planning and implementation, without which some measures may be counterproductive.
- Members stressed the importance of reducing travel by private modes of transport. Although some measures offered a degree of compromise between public and private transport, members felt that interventions should aim to promote long-term, sustainable behavioural change rather than a quick and easy fix.
- Members emphasised the need for the council to clearly communicate how interventions will contribute to the carbon neutral goal, be transparent about public spending decisions, and ensure that measures are evidence-based.

### 5.1 What we did

The second session, held on Tuesday 6<sup>th</sup> October, marked the start of the ‘learning phase’ of the assembly. Before the sessions, assembly members were sent an information pack which provided an overview of key transport statistics, what Brighton & Hove city council are already doing, an overview of the key topics, and case studies of successful carbon reduction interventions used in other cities. The information pack was designed to provide useful context to support the discussions during the learning phase.

In this session assembly members were shown four expert presentations which related to the topics presented in the information pack. There were two presentations on public transport and two on car use.

- Local bus service provision by Martin Harris, Managing Director of Brighton and Hove bus company.

- Local transport user experience in Brighton by Andrew Boag, Chair of Brighton Area Buswatch.
- Reducing car use in cities by Councillor Waseem Zaffar, Birmingham City Council.
- Workplace levy and electric vehicles by James Ashton, Transport Strategy Manager at Nottingham City Council.

After watching the videos, facilitators guided the assembly members through a discussion of the benefits and drawbacks of a range of different public transport and car use interventions. In the context of public transport members explored mobility hubs, improving the speed and reliability of bus services and making bus travel more affordable. In the context of car use, members discussed creating a car-free city centre, implementing road user charging, reducing parking availability and increasing cost, and investing in electric cars.

After the discussions, assembly members formed questions in their breakout groups which were then answered by the expert speakers upon returning to plenary.

## 5.2 Findings

### Public transport interventions

The assembly recognised the importance of public transport in reaching the net-zero target. Members emphasised that reducing the cost and improving the quality of public transport services is key to encouraging the transition from the use of personal vehicles to public transport. The assembly agreed that public transport needs to offer an efficient and cost-effective alternative to car use in order to successfully convert people from using one type of transport to another.

#### Improving bus services and reducing the cost of travel

*“If you can get somewhere you need to go for cheaper than a bus, then why would you get a bus? Price is something that has a huge impact on engagement with bus services.”*

Assembly member, session 2

The assembly strongly agreed that bus travel must be more affordable than other forms of transport. Members highlighted that many residents are currently priced out of using the bus because other modes, such as cars or taxis, are perceived to be more cost (and time) effective. Members felt that affordability was key to ensuring the long-term sustainability of public transport. However, there was a degree of scepticism surrounding the feasibility of improving affordability. Members queried whether the council had jurisdiction to influence decision-making around fares and service provision. Although members supported state subsidies for public transport in principle, they emphasised the importance of transparency surrounding public-spending decisions.



Members expressed the need to understand *why* different people made journeys using different modes of transport. There was some concern that without a comprehensive understanding of gaps in provision, current levels of demand, and the barriers and facilitators to public transport across different demographic groups, any interventions may be ineffective. The benefits of increasing the uptake of public transport are dependent upon which groups are converted. Unless interventions successfully increase the uptake of public transport among those who drive, the overall impact on emissions will be negligible – public transport must be attractive to the right people.

The assembly felt that it was important to assess the wider implications of public transport interventions on other road users. Although members supported the interventions in practice, they were concerned about the potential negative implications of implementing such measures without sufficient consultation and evaluation. There were concerns that increased demand for buses would lead to more buses on the road, increasing congestion and, in turn, emissions. Members supported measures which aimed to mitigate bus-related congestion, such as designated bus lanes and traffic light priority systems. Overall, there was a strong feeling that increased demand would need to be carefully monitored so as not to adversely impact other road users.

Looking beyond price and efficiency, the assembly felt that the comfort, convenience, and accessibility of public transport contributed to the overall attractiveness of public transport as an option. Members referenced the importance of a clean and safe environment, bus shelters at bus stops, ramps, priority seating, and the availability of additional help for elderly and disabled users. It was also suggested that the relative success of any public transport intervention would be contingent upon effective consultation, careful planning, and clear communication.

### Mobility hubs

*“The interchangeableness of our city...because we’re small we can use those quickfire advancements...mobility hubs would allow people to choose what’s relevant for what journey they’re making.”*

Assembly member, session 2

The assembly also emphasised the importance of creating a more joined-up public transport system. Although the concept of mobility hubs was less tangible than the other interventions discussed, there was broad support for a ‘hub’ model. Members recognised the benefits of combining several different modes of transport in one location, notably rail travel and e-bikes. The perceived benefits of mobility hubs were two-fold: they promote a range of transport options, including active travel, and help to reduce the number of cars on the road, particularly in the city centre. Members viewed Park & Ride schemes favourably, despite the caveat that they may predominantly benefit visitors and would not provide a viable alternative for the majority of local residents travelling into the city.

## Car use interventions

The assembly was strongly in favour of reducing car use, feeling that it was vital for reducing emissions long-term. Although measures to restrict car use were perceived as more radical, members felt that they represented a necessary compromise. The assembly strongly favoured interventions which would have a clear, well-evidenced impact on carbon reduction.

### Car free city centre

*“It would be good to have larger pedestrianised areas in the city. Trees, plants, benches, nature corridors, it might make the place more attractive for walking and cycling, plus it would push cars out.”*

Assembly member, session 2

When discussing a car-free city centre, members emphasised the additional benefits to reclaiming and reprioritising road space. These ranged from improving public health, creating safer streets, promoting active travel, and the opportunity to design a more pleasant environment. The assembly felt that the wholesale exclusion of cars from the city centre was more equitable and the benefits and drawbacks were more evenly distributed across different groups than other measures, particularly financial disincentives.

However, members highlighted some important caveats to car restriction measures. Firstly, they felt that certain groups, namely blue-badge holders, delivery drivers, taxis, and tradespeople would need to be exempt from restrictions. The assembly also raised concerns about the effectiveness of car-free interventions, suggesting that the success of measures aimed at restricting car use would depend on the effectiveness of public transport interventions. If public transport could not provide a viable alternative to driving, members worried that measures to restrict car use may be ineffective. The assembly was also concerned about the potential for traffic to be displaced and create congestion in surrounding residential areas. As reflected in earlier discussions, members felt strongly that the implementation of a car-free zone would require thorough consultation and evaluation. Members supported a car-free city centre in theory but were reluctant to fully support the measure without seeing a detailed plan of the proposed restrictions.

### Charging for road use

*“You shouldn’t just be able to pay a fee to be able to do it. Should have to go, ‘I need to deliver in that area,’ or, ‘I need to get to my business with this vehicle’, not just, ‘I’ve got 100 quid’.”*

Assembly member, session 2

The assembly had mixed views on charging road users. Despite reluctance to increase the financial burden on Brighton and Hove residents, members did agree that it should cost more to drive than to use public transport. Those who were uncertain about charging road users felt that it would be more acceptable if charges were applied exclusively to visitors.

Members recognised that the measure gave the council flexibility to implement gradually, adjusting and targeting prices accordingly. Members were positive about the revenue that road-user charging would contribute to the council, with the caveat that there would need to be complete transparency about how prices were set and where the money would be spent. Those who supported road-user charging interventions did so on the condition that revenue would be ringfenced for investment in improving the transport system.

The assembly's main concern with charging road users related to the wider message that it would send out. Members felt it would create an unfair "pay to pollute" system where those who could afford to pay would continue driving. Although charging may serve as a deterrent for some, the primary motivation for behaviour change was purely financial. For these reasons, members felt that road-user charging did not represent a sustainable, long-term solution. The assembly also discussed the potentially regressive nature of financial deterrents. Members felt that introducing variable rates for older, high-polluting vehicles would disproportionately affect low-income groups who were more likely to own older cars. Overall, members were sceptical about road-user charging, feeling that penalising drivers would exacerbate tensions and hinder consensus building.

#### Parking availability and cost

*"To have reduced parking could be stressful, and I find that people are parking places they shouldn't be because of reduced parking."*

Assembly member, session 2

There were conflicting views on measures to reduce the availability of parking. The assembly was unconvinced by the efficacy of parking reduction interventions. Members were concerned that removing designated parking would increase on-street parking, create obstructions for pedestrians and cyclists, create accessibility issues for certain groups (e.g. wheelchair users and parents with prams), and increase congestion. Members felt that difficulty parking already served as a deterrent, and worried that removing parking altogether would merely exacerbate tensions between residents and other road users. The suggestion of a workplace levy on parking was generally well received. However, members were sceptical about how employers would respond to the charge and raised concerns about the charge being indirectly passed on to employees – e.g. through salary deductions.

Overall, the assembly did not see measures to reduce the availability of parking as a key intervention. Although members recognised the issues surrounding parking, they did not feel that this intervention would make a big impact. When discussing parking, some members were unclear on the relationship between parking availability and carbon emissions. As expressed in earlier conversations, the assembly was more sceptical of interventions which did not have a clear and demonstrable impact on carbon reduction. Members strongly emphasised the importance of clear communication in order to demonstrate the role of interventions to reduce parking availability and carbon reduction.

## Electric vehicles

*“Clearly the emphasis needs to be on reducing cars in general. I think it’s a bit of a distraction to focus so much on electric cars.”*

Assembly member, session 2

Finally, the discussion of electric vehicles provoked a range of opinions. Electric vehicles were viewed as the least tangible of car use interventions. It was widely felt that the future of transport is electric, and that it was important to begin investing in the necessary infrastructure to ensure that Brighton and Hove could support the transition to electric vehicles in the future. Assembly members strongly supported the continued investment in bikes, electric buses and taxi fleets.

But members identified two key drawbacks: cost and infrastructure. Although there was a desire to switch to electric in the future, price was a major barrier to electric vehicle ownership. The other significant barrier was the lack of infrastructure, both within Brighton and Hove and across the UK as a whole. Supporting the switch to electric would, assembly members believed, require significant investment from the council. They supported gradual investment to facilitate a switch to electric in the medium to long term, rather than costly and ambitious wholesale change.

There was some concern about the wider sustainability of electric vehicles. The assembly was unconvinced by the net carbon neutrality of producing electric vehicles and questioned the extent to which this would reduce personal car use and ownership. As was echoed in earlier discussions, there remained a tension between the personal and public models of transport. Although electric vehicles were seen to offer a compromise between low emissions, convenience, and the comfort of personal travel, members expressed concerns that they failed to address the more fundamental need to limit the reliance on personal vehicle use.

## **Reflections on public transport and car use interventions**

Members across the groups consistently emphasised that the success of both public transport and car use interventions was dependent on the following considerations:

- To be effective, both interventions must work in harmony. Reducing car use relies upon the existence and perception of public transport as a viable alternative, while increasing the uptake of public transport relies upon car use being more expensive and less convenient.
- The success of any of these measures depends upon achieving public buy-in, consensus-building between road users, and individual commitment to the net-zero goal. Support is contingent on effective public consultation and clear communication. Members felt that it was critical that both residents and visitors understood how interventions and behaviours contribute to the carbon neutral goal.

- Members were emphatic about the importance of careful planning, design, evaluation, and implementation of measures. Public support for certain measures depended on well-evidenced reasoning and transparent decision-making.
- The assembly emphasised the urgency of the climate emergency, and supported measures which would have a significant impact. Members felt that there was an appetite for more radical, long-term solutions rather than quick fixes, urging the council to be bold in their plans.

## 6 Session three: learning about active travel, accessibility and inclusion

### Key findings

- Overall, people were in favour of the active travel themes discussed in the assembly. However, alongside the enthusiasm was an acknowledgement that significant investment in public transport will be required for these initiatives to be viable.
- Assembly members also recognised that a shift to active travel is only part of the overall solution, and that taking steps to decrease use of personal vehicles will be required in tandem with these measures, in order to reach the goal of lowering carbon emissions in Brighton and Hove.
- Members felt strongly that a behaviour change campaign should focus on positive messaging, with a few short, memorable, repeated messages.
- In response to case studies about the experiences of people with disabilities, and people who rely on personal transport for their trade, assembly members emphasised a need for Brighton and Hove to recognise that different people have different needs and, with this in mind, look at proposed changes with a holistic perspective.
- Making cycling safer and accessible for less confident cyclists was seen as a priority, and the importance of segregated cycle lanes was a common theme across all groups. There was also an acknowledgement that an uptick in active travel, on its own, would not bring about the required drop in carbon emissions.
- Assembly members were clear in the view that people will not be willing to give up their cars unless they know there is a useable, efficient, accessible and affordable alternative – particularly for travel in inclement weather, and for people who have disabilities or additional accessibility needs, such as families with small children.

### 6.1 What we did

Session three took place on the morning of Saturday 10<sup>th</sup> October. Assembly members were shown four expert presentations:

- Liveable Neighbourhoods, presented by Councillor Clyde Loakes, Waltham Forest Council
- Cycling Networks, presented by Professor Rachel Aldred, University of Westminster
- Accessible and Inclusive Street Design, presented by David McKenna, Street Spirit Design

- Migrant and Refugee Communities, presented by Dr Nichola Khan, University of Brighton

After watching these presentations, assembly members moved into breakout sessions where they discussed the benefits and drawbacks of the following topics:

- Low-traffic neighbourhoods;
- Strategic cycling networks; and
- Active travel behaviour change campaigns.

Members also considered three case studies to help them think about how changes to the city could impact the lives of disabled and migrant citizens.

## 6.2 Findings

### Active travel interventions

#### Low traffic neighbourhoods

*“If it were only people walking and you didn’t have to look over your shoulder for traffic, it would be a much nicer experience.”*

Assembly member, session three

Assembly members were in favour of low traffic neighbourhoods, latching onto the benefits of pedestrian prioritisation and a feeling of greater safety, as well as less noise and pollution. These factors were linked to a theme of better health outcomes, as well as helping to reach the overall goal of lowering carbon emissions. The idea that low traffic neighbourhoods would increase feelings of community ownership and boost local commerce, by making businesses more accessible and attractive, was another a theme across the groups. People also thought back to the first COVID-19 lockdown, when some roads were closed to vehicles – they had positive memories of being able to access those spaces more safely as pedestrians and cyclists.

Members liked the idea of re-greening and beautifying public spaces with more plants, trees, and flowers. This was tempered by an acknowledgement that public spaces need to be accessible for people with disabilities – for example, ensuring that street furniture does not impede access for people with visual or physical disabilities, and allowing vehicle access and parking for people who require it. Assembly members were clear that thoughtful design, with these things in mind, will be essential.

A key concern across the groups was that a low traffic neighbourhood scheme would result in displacement (rather than elimination) of vehicles and their associated pollution – this was repeated across the groups. Members were also concerned that residents would lose access to parking near their home, and that practical, everyday tasks such as getting shopping from the car to the house would be made much more difficult. These and other concerns, around congestion and parking shortages, emphasise the need for accessible,

affordable public transport in conjunction with these active travel measures, to ensure that people have a viable alternative to personal transport.

*“Reallocation of road space [and] potential impact on road and bus spaces [are drawbacks only] if it's poorly designed.”*

Assembly member, session three

Behavioural concerns were also raised – primarily that the School Streets initiative would be reliant on parents marshalling their peers, which might make some people feel uncomfortable. There was a consensus that there is likely to be a lot of resistance to some aspects of low traffic neighbourhoods, but that this resistance could be overcome by clearly communicating the benefits and mitigating the drawbacks as much as possible.

In addition to these concerns, members' approval of low traffic neighbourhoods was conditional on planners' consideration of hospital areas, to ensure emergency vehicles have unimpeded access. Members also pointed out that use of appropriate and safe physical barriers such as bollards (rather than markings or signs) would be necessary to successfully implement low traffic neighbourhoods in Brighton and Hove. A minor theme emerged around experiences of poorly positioned barriers in other centres, which assembly members suspected caused more accidents than they prevented.

There was an expectation that there will be a lot of resistance to this idea.

### Strategic cycling networks

*“We need to be radical. It can't be a slow shift. We are, I don't want to be negative, but we are running out of time. We need to do a set of radical behavioural changes. We will then be incentivised to cycle.”*

Assembly member, session three

Assembly members had mixed responses to the proposition of strategic cycling networks. The health benefits and low level of associated carbon emissions were seen as positives that could be used to encourage cycling. Making cycling safer and accessible for less confident cyclists was seen as a priority, as was ensuring cycling networks are in fact strategic – integrated with the road system and functional for practical use, not just leisure or tourism. One suggested workaround was for A-roads to be dedicated to motor traffic, while B-roads could be designated cycle routes, where motorised traffic was reduced to a single one-way lane to make space for segregated cycle lanes.

However, there was a general feeling from members that they would expect a lot of resistance to cyclists having priority over cars: cycle lanes will take up car space on the road; if they are not used, this will create more congestion and, in turn, more carbon emissions. Tied to this, the importance of segregating cycle lanes from road traffic and pedestrian pavements came through as a strong theme across all groups, along with a theme, from those who cycle already, of feeling vulnerable on the road. These themes were further emphasised during discussion of the case studies later in the session, with the caveat that



implementation of cycle lanes would need to accommodate vehicle and parking access for people with disabilities.

*“In parts of the Lanes now, disabled people cannot access because of the closure of Gardner Street. They aren’t putting relevant infrastructure in place. These cycle lanes and walking spaces are good ideas, but you are not taking into consideration or talking to the disability groups.”*

Assembly member, session three

In addition to the cost of implementing segregated cycle lanes to a modern standard, investment will be required to maintain and clean the lanes on a regular basis. If cycle lanes are not segregated and are accessible by vehicles, enforcement will be required to ensure cars are not parked over the lanes. Members noted that there is no cyclist-specific equivalent of road tax or insurance, from which funds could be drawn to meet these needs. There was also a general concern across the assembly about safety behaviours around cycling, in relation to both the cyclists themselves and any victims of their failure to adhere to safety measures.

*“A lot of cyclists don’t adhere to road safety. They don’t know the code. They don’t wear helmets.”*

Assembly member, session three

Assembly members were clear in the view that people will not be willing to give up their cars in favour of bicycles, unless they know there is a useable, efficient, accessible and affordable alternative for travel in inclement weather. Members also stressed the importance of these alternatives for people who have disabilities or additional accessibility needs, and families with small children. Equally, the geography of Brighton and Hove may deter people from cycling – e-bikes at bike hubs could help to resolve this, assembly members suggested, but the council would need to subsidise the expense. There was also an acknowledgement that an increase in active travel, on its own, would not bring about the required drop in carbon emissions.

#### Active travel behaviour change campaign

*“You don’t [need to] lecture to people. It’s providing them with information to enable them to see the benefits of it. Equally, there needs to be a listening to their concerns and not just dismissing them because they don’t fit in to the plan.”*

Assembly member, session three

There was a general sense of positivity around the idea of a campaign to promote active travel, with the caveat that messaging should help people feel empowered and engaged in change, rather than talked down to.

During discussion of this topic, members referred back to the earlier sessions of the assembly and reminded each other that leisure trips are some of the most polluting,

regardless of whether or not cars are used for work commuting. The surprise around this information emerged as a theme at the time and was evidently memorable. Members pointed out that the majority of infrastructure is already in place for walking, although a consistent point across the assembly was the need for improvements to the city's pavements. This came across especially strongly in relation to making sure pavements are accessible for users of wheelchairs and mobility scooters. Again, this topic was tied into the need to improve public transport infrastructure, with members noting a requirement for improved bus shelters.

As with the other active travel ideas, a widespread concern about the behaviour change campaign was the relatively small impact this might have on carbon emissions. However, there was a general view that it was a good idea to try a variety of different measures, and that these could, together, underpin the acceptance and uptake of measures.

*“Lots of small things will add up and it needs to be alongside other measures as well, not our only strategy. Any positive impact is better than no impact.”*

Assembly member, session three

Members across the groups consistently fed back that a behaviour change campaign should focus on:

- **Emphasising the positive aspects** of active travel, such as health benefits, in relation both to active travel itself, and the street closures that would be required for it to work, which would reduce pollution/emissions in those areas.
- **Listening to citizens' concerns** and finding ways to address those concerns.
- **Repeating a few simple, short, easy-to-remember key messages**, rather than many complicated messages getting confused or lost.
- **Encouraging** reduction of car use and increasing active travel and public transport use.
- **Promoting improvements** to public transport, widely and clearly.
- **Equipping, enabling and inspiring** people to make good choices, to avoid people feeling nannied and made to do things they don't want to do.

*“People will think it's being done to annoy them. You've just got to make it clear that you're doing it to make positive change and show people the benefits.”*

Assembly member, session three

## Accessibility and inclusion

Assembly members were presented with three case studies, to help them think about how the future of Brighton and Hove can be shaped to accommodate the needs of people with

different abilities and skills. The case studies brought out strong themes around fairness and equality of access.

Assembly members readily related the case studies to their own and/or friends and family members' experiences of being limited in their lives by inadequate public transport infrastructure. A key takeaway was that members felt public transport should empower and enable people, rather than inconveniencing them. For example, members were opposed to the idea of people with additional mobility needs having to pre-book public transport, because this would mean an additional layer of planning and organisation that a non-disabled person would not have to think about.

Similarly, a case study about cycling brought out a consistent theme that cycle lanes should be clearly marked, and physically segregated from both road traffic and pedestrian pavements, for everyone's safety. This came through strongly in all groups across the assembly. This topic also drew out themes of ensuring cyclist proficiency and requiring cyclists to have insurance and wear safety equipment – e.g. a helmet.

A case study about a migrant living in Brighton and Hove, who uses a vehicle for his livelihood, initiated discussions about how different groups are affected by climate change in ways that we may not expect. Assembly members had various views about how best to mitigate this scenario and considered possible solutions, such as retraining for a different job or grants to enable people to upgrade to an electric vehicle. As in the previous case studies, the conversation about this topic brought out themes of social justice; however, another view emerged around the point that everyone will have to make sacrifices in the fight against climate change, and that people who drive for a living will need to change with the times, like everyone else

*“The issue here is easy to solve but it involves a radical shake up of social structures. We need to support migrant workers [and people who have] precarious gig economy jobs.”*

Assembly member, session three

### Practical implications

Assembly members emphasised, throughout this session, the importance of considering the needs of people with disabilities, as well as people whose livelihoods may be affected as a result of some of the measures discussed in the assembly. They also talked about implementation of safety measures for cyclists and pedestrians, to keep everyone safe. There was a general sense of not wanting anyone to be left behind. The key themes were that Brighton & Hove should:

- Recognise that different people have different needs and, with this in mind, look at proposed changes taking into account the whole picture. It is important to ask for input from different user groups – such as people with different mobility needs, cyclists, and people who use a vehicle for their trade – and to test ideas before putting them in place, so that funds aren't wasted;

- Improve pavements and kerbs, remove obstructions like lamp posts and street furniture that get in the way of people with additional mobility needs, and add more ramps to allow flexibility around where people can cross the road without having to navigate a drop kerb;
- In areas that are pedestrianised, allow access for vehicles carrying people with disabilities who won't otherwise be able to access those places;
- Implement greater enforcement of disability parking spaces;
- Redesign cycle lanes so that they are segregated from both road vehicles and pedestrian pavements, for the safety of all;
- Provide cycle routes that link key destinations and are functional, rather than just for leisure and tourism;
- Design changes to the city to enable people with disabilities to live, as much as possible, like their non-disabled peers – they should not be disadvantaged or held back from spontaneity by having to pre-book their lives;
- Invest in electric vehicles for the city's taxi fleet; and
- Provide retraining for those who are likely to lose jobs due to climate change, such as drivers.

## 7 Session four: reflecting and forming recommendations

### Key findings

- The assembly supported measures that prioritise the pedestrian. However, improved public transport and active travel infrastructure must be in place, and reliable, for interventions that reduce car use to be acceptable. Interventions should alleviate the need for a car.
- The assembly supported measures that make public transport more attractive than driving a car, mainly through improving bus services. They also supported mobility hubs and an improved strategic cycling network, flagging the importance of having a joined up public transport network.
- The assembly want the council to prioritise effective communication and promote the benefits of interventions. Restrictive measures should be used alongside measures that encourage changed behaviour, but the latter is the preferred approach.
- Measures that impact everyone equally are preferred over those that would disproportionately impact those on a lower income, and exceptions to bans such as those associated with the car-free city centre should be made based on need (not money).
- The assembly raised the importance of careful planning and wider community engagement and consultation.

### 7.1 What we did

In the fourth session, on the 5<sup>th</sup> November, the assembly came back together to begin forming their recommendations. Following the third session, researchers at Ipsos MORI analysed the discussions held throughout the learning phase. The session started with the chair playing back the analysis of discussions so far and giving the assembly time to reflect on them. This included tensions that arose through discussion i.e. divergent views across the assembly on specific topics. The assembly discussed behavioural barriers to reducing personal car use and a series of tensions around the council's approach to behaviour change, inequality, communication and the uncertainty of future technologies.

Following this, the assembly watched two final expert presentations on behaviour change, followed by discussion and a Q&A session. The expert presentations were:

- Evaluating the effectiveness of different transport technologies, presented by Dr Penny Atkins, University of Brighton
- Changing behaviour in Southampton, presented by Cllr Christopher Hammond, Southampton City Council

Finally, the assembly discussed the key trade-offs of potential interventions previously explored in the learning phase, focusing on their priorities and working towards recommendations, including their caveats to any intervention being implemented.

## 7.2 Findings

### Reflections on analysed feedback/presentations

Members expressed support for the general prioritisation of public transport and active travel over personal car use. However, they wanted more focus on mobility hubs, including park and ride, low-traffic zones, and supporting disabled citizens and refugees. They emphasised the importance of needing a bus service that is convenient, cycle infrastructure that supports day-to-day use, and of addressing safety issues around active travel. Electric bikes being used by residents and businesses was flagged as important, more so than electric cars. Assembly members expressed disappointment that trams were unviable, but recognised the issues raised. Finally, assembly members raised green energy as an important consideration that had not formed part of the discussions.

*“Nothing we’ve seen in the assembly is taking responsibility for producing green electricity.”*

Assembly member, session 4

### Behavioural barriers

Aside from physical and environmental factors, such as mobility issues and the cost of public transport, the assembly suggested the following key reasons that citizens may not reduce their car use:

- The perception of public transport being significantly less convenient than cars
- The perception that the car is cheaper; the car is a sunk cost and already paid for, but public transport means spending money at point of use
- A sense of comfort and safety, compared with public transport
- Habit and general resistance to change
- The enjoyment experienced when driving e.g. a sense of freedom
- A national culture of instant gratification and individualism
- Driving a car as a status symbol, associated with affluence compared to using public transport
- Other barriers such as weather, carrying heavy shopping and taking care of children.

## Resolving tensions

The assembly strongly supported an approach to interventions (and associated communications) that emphasised persuasion and reward, rather than sanctions – i.e. carrots rather than sticks. The assembly wanted the council to promote the benefits of any intervention – e.g. stressing the health benefits, while linking to ‘the big picture’ of addressing the climate emergency. The assembly stressed that the council should focus on what is gained rather than lost – for example, calling the ‘car-free city centre’ intervention a ‘clean air zone’.

*“I think there has to be a mixed approach, as in a mixture of rewards and fines – 80% carrot and 20% stick. I think for the most part you want to be the positive voice of change or else you’re just saying you are going to inflict some sort of thing on people.”*

Assembly member, session 4

The assembly wanted the council to support, rather than penalise, citizens and avoid furthering inequality where possible. This meant supporting people with higher emission vehicles to change their mode of transport and using models that stop cars driving in an area altogether i.e. banning models rather than models that charge cars to be in certain areas, which some can afford more than others and could create a ‘pay to pollute’ mindset for those who can afford to. A caveat to the implementation of banning models was to make exceptions where there is a genuine need to drive i.e. blue badge holders.

Further suggestions around addressing behavioural barriers included:

- Research interventions and engage the wider community before implementing anything to ensure they are trustworthy solutions (this was paired with a view that the council should be bold and not hold back);
- Leading by example: the council should demonstrate their own changed behaviour, thus emphasising the importance for collective action;
- Demonstrate viability: building public trust in the reliability of public transport and knowledge in the (renewed) public transport network;
- Lifestyle changes: decentralised communities, shops delivering to customers’ homes and setting up car share systems; and
- Stakeholder engagement: involving local media, community champions, business and influencers.

## Priorities

### Reducing car use

The assembly strongly supported a car-free city centre, though there were concerns about displacement and several caveats. The car-free city centre was felt to be viable only if introduced in tandem with an efficient and joined up public transport alternative, including cycling options. This comprised a park and ride scheme and effective signage informing residents and visitors how to get around. Assembly members wanted to see some flexibility around these restrictions. For example, enabling cars to drive through the city centre at certain times, relating to a gradual introduction of the intervention, and ensuring exemptions were in place for those who need it – blue badge holders, taxis, and tradespeople. Notably, assembly members frequently mentioned making the area more attractive and prioritising pedestrians as key reasons for their strong support – they also stressed the importance of the area being accessible and well-lit. Those that were unsure about their support for this intervention wanted to see a detailed road plan. This reflects earlier discussion around a need for thorough consultation with the wider community.

Overall, the assembly felt that road-user charging, and parking charges, would be unfair on those with less money and could encourage a ‘pay to pollute’ mentality in those who could afford to do so. They felt it better to focus on providing alternatives to driving and restricting access in order to change everyone’s behaviour. Importantly, the assembly repeatedly emphasised a focus on alleviating the need for a car rather than simply taking away the infrastructure for driving one.

There were divergent views on reducing parking availability. Some assembly members felt it isn’t a priority and would cause undue stress on drivers. Others made the case that the inconvenience would effectively disincentivise drivers and, therefore, aligned with the objectives of reducing car use.

Finally, electric vehicles generated divergent views. Those who opposed them felt the lack of infrastructure would be a barrier, or that electric cars are too expensive. Others were unconvinced of the carbon-neutrality of the production of electric vehicles and expressed concern that they don’t deal with the core issue of reducing personal car use. Those in favour felt they were still a better alternative to diesel cars and expressed support for investing in an electric taxi fleet.

*“One of the important things is that electric vehicles or hydrogen buses are still really polluting. We need fewer cars on the road, not just slightly less-polluting cars. Otherwise it misses the point.”*

Assembly member, session 4

### Increasing public transport use

When discussing interventions to increase public transport use, the assembly strongly supported interventions focused on making bus services more attractive than driving a car. This included improving the reliability and convenience of bus services, as well as



affordability, accessibility and cleanliness. Further to this, the assembly described a need for the public transport system to be well joined up and easy to use as one system. Mobility hubs, particularly at train stations, were also supported in conjunction with e-bikes, car clubs and car shares. E-bikes were emphasised as a priority, to overcome the hilliness of Brighton and Hove and encourage active travel. Park and ride was supported on the premise that it would get tourists and commuters off the roads. Finally, assembly members discussed their desire for a tram network, however it was largely recognised that the expense and lack of flexibility would make it less useful than improved bus services.

*“For me as a bus rider, buses are unreliable, and they can be quite anti-social depending on when you’re travelling.”*

Assembly member, session 4

### Increasing active travel

The interventions to increase active travel were, simply, supported. There was strong support across the assembly for low traffic neighbourhoods and school streets, again prioritising the pedestrian. One break-out group emphasised the successes of George Street and New Road, saying that these successes should be promoted and built on. Again, the importance of having a joined up public transport and active travel system, for this intervention to be viable, was raised.

Strategic cycling networks were also supported, particularly if it included e-bike infrastructure and ensured cyclist safety e.g. adding lighting to cycle lanes. Much like their concerns around traffic and parking displacement when considering the car-free city centre, assembly members expressed concern about car users parking in cycle lanes and a loss of road space leading to increased congestion and pollution. Where the former can be resolved by the physical separation of cycle lanes previously discussed in session three, or penalising those who break the rules, the latter is a more complex issue that was repeatedly raised throughout the deliberations. Some assembly members felt that all supported interventions working in tandem would enable reduced car use, where temporary and rushed measures such as the recently introduced cycle lanes have caused increased congestion.

*“I feel like we’re doing a rushed job trying to solve a very big problem. They brought in 20mph speed limits. The police said that they can’t enforce it. Everything’s being done in a rush.”*

Assembly member, session 4

The assembly emphasised the importance of behaviour change campaigns, deeming this intervention ‘necessary’. Though with the condition that it is reliant on the infrastructure outlined in discussions being in place. Finally, the assembly again reflected on the importance of listening to the community through consultation and wider community engagement. In particular, the assembly want cyclists to be consulted on the strategic cycling network.

## Reflections

In a final discussion on overall priorities and timescales, the assembly shared the following reflections:

- Enable people to imagine the future and be inspired.
- Plan for long-term solutions, not quick fixes; start small and do it properly, then show it being done effectively so people are keen for it to be done in their area too.
- Prioritise the pedestrian and create pleasant spaces that look different, to change people's mindsets.
- Build a sense of community and shared identity around positive action to address emissions in Brighton and Hove.

There were divergent views on which interventions were most important or should be implemented first, resulting in a strong sense that they are all important; interventions are dependent on each other to work.

## 8 Session five: writing and prioritising recommendations

### Key findings

- The recommendations are viewed as a suite; they should all be implemented and are dependent on each other to be viable.
- The assembly want the council to focus their efforts on making sure there is no need for a car; focusing on improving alternatives and communicating those alternatives.
- The assembly were sensitive to the language used in the recommendations, leaning towards a focus on what is gained rather than lost.
- The assembly want the council to recognise the diversity of the residents in Brighton and Hove, particularly in terms of needs and communication approaches.
- Research and consultation are highly important caveats to the assembly, particularly for the interventions of mobility hubs, low traffic neighbourhoods, and car-free city centre.
- The assembly kept a strong focus on changing mindsets through interventions, campaigns, and prioritising active travel.

### 8.1 What we did

Following the penultimate session on the 5<sup>th</sup> November, the Ipsos MORI project team analysed the discussions to pull out the assembly's draft recommendations. On the 7<sup>th</sup> November, the final session, the chair presented the draft recommendations to the assembly. Once the assembly had reflected on the recommendations overall, each break-out group took one recommendation and edited it to reflect more refined considerations around language and caveats. Assembly members presented the finalised recommendations to one another in plenary and reflected on these changes in their break-out groups.

Assembly members were asked to provide each recommendation with a score for how much impact it would have and then to rank each recommendation in order of importance.

They individually appraised the ten key recommendations, giving them each a score out of 5 for how much impact they thought it would have on reducing transport-related carbon emissions. Then assembly members ranked the ten recommendations in the order they felt they should be prioritised by the council. The prioritisation across the assembly was tallied while the assembly wrote letters as their future selves (see the appendix of this report) about the transport system in Brighton and Hove in 2030. The final prioritisation of recommendations was presented back to the assembly before closing the session.

## Recommendations

The ten priority draft recommendations presented to the assembly were as follows.

- The public transport system should be affordable
  - This includes a ticketing system that encompasses all public transport.
- Car-free city centre
  - Dependent on public transport infrastructure being in place.
  - Exceptions must be made for people who need to use their car, i.e. disabled people, deliveries etc. but those who can use other means should not use their car.
- Low traffic neighbourhoods
  - Including school streets.
  - Exceptions must be made for people who need to use their car, i.e. disabled people, deliveries, but those who can use other means should not use their car.
  - Start small to demonstrate the value.
- Introduce mobility hubs
  - They should link to train stations.
  - This should mean city-wide rentable e-bikes.
- Introduce a Park & Ride for visitors and commuters to use
  - Actively encourage public transport as an alternative means of getting into the city centre.
  - Ensure linking transport infrastructure is in place and well communicated.
- Driving a car should be less convenient than getting public transport
  - Re-balance the cost.
  - Public transport should be faster and more reliable.
- Cyclists should be prioritised more through well designed cycling networks that are safe and practical for day-to-day use as well as leisure
  - Cyclists should be actively encouraged to be safe and mindful of others.

- Enforcement is needed around car users parking habits.
- Messaging should focus on what people gain rather than lose, and educate citizens
  - Should emphasise public health issues and gains.
  - Should emphasise climate change and educate people on the impact on their actions.
- There should be a combination of 'carrot' and 'stick' interventions
  - Prioritise restrictive measures over charging-based measures for the stick.
  - Measures must reflect disproportionate impacts on citizens.
- The council should actively consult and engage with the whole community
  - There should be community advocates.
  - There should be a focus on listening and adapting.

The assembly were also presented with the below additional recommendations. These were not included in the ten priority recommendations as they were not as widely discussed and as strongly supported as the others but were still important enough to be considered recommendations from the assembly.

- Focus on creating pleasant environments
  - Pleasant environments include cleaner, more accessible pavements.
- All measures should be carefully planned, researched and monitored/evaluated
  - Measures have to work for the whole area, not just some areas.
  - But be bold, not cautious or half-hearted.
- Address lack of infrastructure and subsidise electric car purchase
  - Focus messaging on moving away from personal car use wherever possible.
  - Treat electric cars as a stepping-stone to lower car use.
- The citizens of Brighton and Hove should experience changes as a whole community effort
  - The council should actively demonstrate what's changing city-wide.
  - The council should engage businesses across the city to publicly commit to change.

- Focus on the identity of Brighton and Hove.

### Final recommendation wording

The assembly broadly agreed with the ten priority recommendations, though reflected on their desire for more detailed information and comprehensive evidence to make better informed decisions. The assembly's edited recommendations were as follows:

- Introduce a Park & Ride to minimise car use in the city
  - There should be no need to use a car in the city centre – it should be easier not to use a car if you are a commuter or visitor.
  - Ensure linking transport infrastructure is in place and well communicated with full city information at the park.
  - Utilise public transport as the primary means of getting into, and travelling around, the city centre.

The group focused on this recommendation wanted to emphasise that Park and Ride is for everyone, and that the focus should be on minimising the need for private car use through improved and clearly communicated alternatives.

- The public transport system should be affordable/accessible
  - This includes a ticketing system that encompasses all public transport.
  - Pricing should be relative to other forms of transport (i.e. taxis).
  - Open ended/flexible season tickets should be introduced.
  - Reconsider the times that buses are on the road, to ensure that there aren't excess buses on the road with no one in them.
  - Options should be well communicated.

The group focused on this recommendation were concerned that the term 'affordable' is ambiguous. They wanted public transport to be more convenient and cost effective, with greater focus on demonstrating that public transport is adapting through a range of options. Other groups felt the term affordable still needed a clearer definition and emphasised the importance of promoting the changes to encourage use, as the goal of this recommendation is to get people on to public transport.

*"I have a problem with the wording. It's on the premise that public transport's not affordable at the moment. Could it be a more competitive price? Absolutely."*

Assembly member, session 5

- Introduce mobility hubs
  - Research and consult on what mobility hubs should look like locally
  - In local neighbourhoods
  - Greater city-wide availability of bikes
  - City-wide rentable e-bikes
  - Retrofit the BTN bikes to become e-bikes
  - Make sure they are by a taxi rank, bus route and/or train station
  - Transport resource distribution; everyone should be able to access one
  - Cargo storage attachments should be available for the bikes

The group focused on this recommendation concentrated on defining what mobility hubs include, reflecting on how this had yet to be explicitly defined, and explored the importance of e-bike provision. After making several additions striving to define what mobility hubs should include, they decided to prioritise a caveat that research and consultation should be carried out in order to design them appropriately. Other groups agreed that they still didn't understand precisely what mobility hubs look like, supported better bike provision, and felt there should be more focus on public transport links.

- Make public transport a more convenient alternative to driving a car
  - Public transport should be faster, affordable, and more reliable.

The group focused on this recommendation wanted a more positive framing and removed reference to cost so that it was not misconstrued as charging drivers, when the focus is on changing public transport. Other groups supported the positive re-framing of language and, in some instances, reflected on their disappointment that the focus is on buses and not trams.

- Cyclists should be prioritised over cars through well-designed dedicated cycling networks that are safe and practical for day-to-day use as well as leisure
  - Cyclists should be actively encouraged to be safe and mindful of others.
  - Enforcement is needed around car users' parking habits – if the network is squeezed into roads.

The group focused on this recommendation felt that cyclists should be prioritised over cars, but not over pedestrians, and discussed whether cars should or shouldn't be separated from bikes. Other groups expressed concern over the phrasing and explicit inclusion of cars. They felt it would be better to focus on 'cycling' and 'driving' rather than the citizens themselves,

and that it would be better to separate the cycling network from the road system as it would be safer and would not cause traffic flow problems.

- Healthier low traffic/pedestrianised communities
  - Including school streets.
  - Exceptions must be made for people who need to use their car (e.g. disabled people, deliveries) but those who can use other means should not use their car.
  - Start small to demonstrate the value.
  - Messaging should include pictures or videos of where this has been implemented so people can easily see how a familiar place used to look compared to what it looks like after the changes (e.g. George Street).
  - Need to make it clear that residents can get in and out of their own low traffic neighbourhood with ease.
  - Benefits should be clearly conveyed (i.e. wellbeing, thriving community, reinvigorated local area).

The group focused on this recommendation wanted more focus on the people, rather than the cars, and to emphasise the health benefits and other/additional benefits to local businesses and residents. Other groups supported the positive re-framing of language and reflected on their desire to see the detail before confirming their support, emphasising the importance of consultation and engagement. In starting small to demonstrate value, the assembly was suggesting that the “proof of concept” be established gradually, rather than see an immediate and widespread introduction of low traffic neighbourhoods.

- Car-free city centre
  - Dependent on improved public transport infrastructure being in place. Additionally, dependent on private transport infrastructure i.e. walking and cycling.
  - Exceptions must be made for people who need cars (and other vehicles), e.g. blue badge holders, deliveries. Those who can use other means should not use cars.

The group focused on this recommendation were concerned about the lack of specificity on vehicles other than cars and wanted to emphasise the walking and cycling infrastructure as just as important as improved public transport. They also saw a need to define what is meant by disabled. Other groups again reflected on their desire to see the detail and the importance of consultation and engagement.



*“If that came in [the council] would then have to look at street planning, understanding how people move around, and design that all in.”*

Assembly member, session 5

- Messaging should focus on what people gain rather than lose and educate/expand citizens’ knowledge
  - Should emphasise public health issues and gains.
  - Should emphasise climate change.
  - Educate/expand people’s knowledge on the impact of their actions.
  - Comms should be tailored to address the concerns or lifestyles of different types of residents.
  - Not ‘if’ but ‘when/how’ it happens.
  - Information should be accessible to everyone.

The group focused on this recommendation reflected on the importance of understanding different audiences and doing targeted, accessible, behaviour change campaigns. Other groups reflected that it is important to tell people about the negatives as well as positives, so people know all the facts.

- There should be a focus on incentives rather than sanctions as interventions
  - Prioritise restrictive measures over charging-based measures.
  - Measures must account for disproportionate impacts on citizens.

The group focused on this intervention wanted to use words that sounded less aggressive and emphasised their support of ‘nudging’ rather than punitive measures. Other groups supported the positive re-framing of language but felt that sanctions and enforcement are needed to have an impact; that relying on ‘the carrot’ is too optimistic.

- The council should actively consult and engage with neighbourhoods within the community
  - There should be community advocates who act as middlemen between the community and the council, with a clear definition of their role and support from the council.
  - The council should focus on educating the whole community, listening, and adapting its plans according to the feedback provided.
  - The council should consider the methods of communication.

- The council should measure community involvement.
- The council should report back to the community about what was done with their feedback and why, evidencing that they are listening.

The group who focused on this recommendation reflected on the need for a clearly defined role of a community advocate and wanted more focus on the differences between neighbourhoods as well as transparency about decision-making based on feedback from the community. Other groups reflected on the importance of engaging with all sectors of the community including, for example, car owners.

### Appraisal and prioritisation

The table below sets out the collective ranking from the prioritisation and appraisal exercises, with the most important/impactful being ranked number 1 and the least important/impactful being ranked number 10.

It is important to note two things about the rankings below:

- The assembly repeatedly emphasised that all recommendations should be implemented – the rankings should be seen as a guide to the *relative* importance of each recommendation.
- Assembly members acknowledged that, on a different day and with different information, they may have answered differently.

Summarised recommendation	Ranking based on prioritisation exercise	Ranking based on appraisal exercise
Car-free city centre	1	1
Affordable public transport	2	2
Low traffic neighbourhoods	3	3
Consult and engage the community	4	8
Mobility hubs	5	5
Prioritise cyclists	6*	7
Park and ride	6*	6
Driving should be less convenient than public transport	8	4
Focus messaging on what's gained	9	9
A combination of carrot and stick	10	10

When appraising, the assembly did not regard engagement and messaging as having an immediate and direct impact on carbon emissions. When prioritising, they reflected on the importance of changing mindsets, behaviour and expanding knowledge. The assembly felt that consulting and engaging the community is vitally important to the challenge of lowering emissions, and that, despite anticipated backlash, it is needed to 'bring people along'.

Those who opposed extensive consultation and engagement with the public did so because they felt it takes too long.

*“Consult and engage is my least important for carbon emissions, but I think it’s got to be the start of the process.”*

Assembly member, session 5

Assembly members viewed the car-free city centre and low traffic neighbourhoods as highly impactful as they guaranteed the removal of cars from an area, thus having a direct impact on carbon emissions. They also reflected that the transformation of spaces into more pleasant areas would encourage a shift in mindset. Concerns remained around displacement, and that low traffic neighbourhoods would only make improvements in small areas.

*“I ranked low traffic neighbourhoods as my top priority because I think it will have a huge impact on carbon emissions.”*

Assembly member, session 5

The assembly felt uncertain about the impact that prioritising cyclists and park and ride would have, due to there being no guarantee that park and ride or cycle lanes would be used if put in place. They felt that getting drivers to cycle would have an impact, but not simply prioritising cyclists. There were concerns that, despite it being positive to get visitors off the roads and a car-free city centre being dependent on this intervention, Park and Ride would not be implemented by the council. Again, concerns around simply displacing traffic rather than dealing with the issue of personal car use were raised.

Having been presented with their collective prioritisation of recommendations, the assembly reflected on the importance of making public transport affordable and accessible – that public transport being more convenient than driving could have been ranked more highly. They felt this may not have been prioritised due to it being a natural outcome of the other interventions.

Finally, they reflected on the inter-dependencies of the recommendations and expressed their concerns about certain interventions causing, rather than reducing, pollution. The importance of all interventions working together was strongly emphasised. The following specific inter-dependencies were raised:

- Car-free city centre is dependent on Park and Ride and improved public transport;
- Park and Ride is dependent on improved public transport;
- Low traffic neighbourhoods are dependent on improved public transport; and
- Driving becoming less convenient is dependent on alternatives being in place first.

*“If you make a bit of a restriction and provide other options, it works together. Especially if public transport is more affordable. ‘Education’ should be with ‘the council will actively engage’ as when you engage, you try to educate, so I don’t understand why they are spread far apart.”*

Assembly member, session 5

## 9 Implementing the assembly's recommendations

This chapter explores behaviour change principles that might be considered when addressing the recommendations generated by the assembly.

### Key recommendations

- Physical barriers were deemed the biggest barriers to reducing car use, which has been the focus of the assembly. Approaches to addressing physical barriers are to improve infrastructure, raise awareness and motivation to use it, and mitigate non-compliance.
- To address citizens' expectation that public transport will not be convenient and reliable enough to reduce their car use, the council should consider demonstrating the reliability and convenience of an improved transport network. Messaging is also likely to benefit from clear explanations on what citizens need to do to effectively use public transport and directly addressing internal conflicts around climate change and personal car use.
- To address citizens' habits, the council should consider interventions that enable them to plan their journeys and reorient routines and provide positive feedback.
- To address citizens' sense of enjoyment, comfort, and safety when driving their cars, the council should consider interventions that ensure and demonstrate that public transport is safe and comfortable. Communication is likely to benefit from emphasising what is positive about public transport compared to driving promoting longer term gains, and providing feedback on progress and impact.
- To address owning a car as a status symbol, the council could explore messaging that reinforces being a team player in efforts to reduce carbon emissions and focuses on being someone who has changed their behaviour to reduce carbon emissions as a status symbol.
- To address social and cultural norms around prioritising the driver, messaging may benefit from emphasising the harmonious elements of changes around public health, the reinvigoration of communities while also addressing climate change. Communication may also benefit from challenges to false assumptions about other people's habits.

### 9.1 Methodology

Once thematic analysis was complete, the Ipsos MORI team analysed the findings through the in-house behaviour change framework, MAPPS. This analysis enables a more rigorous and in-depth exploration of the barriers to reducing personal car use in favour of public transport and active travel in Brighton and Hove. The framework also enables the use of behavioural theory to address specific barriers that have been identified. More detail on the MAPPS framework can be found in the appendix of this report.

## Analysis and recommendations

The assembly deemed the physical environmental to be the biggest barrier to reducing car use – for example, the cost of public transport or lack of joined up cycling networks. The assembly largely focused on the physical environment, providing detailed insights into the two key approaches to addressing physical barriers:

- Improve infrastructure and raise awareness with a focus on motivating citizens to use it.
- Identify and mitigate non-compliance in citizens by enhancing or removing influences (e.g. remove the option to park on curbs by using physical barriers).

These barriers are addressed through the climate assembly's extensive recommendations and detailed insight into what is needed from the physical infrastructure in Brighton and Hove, and raises the importance of investing in communication, encouragement, and enforcement.

### Non-physical barriers

The assembly raised other, non-physical, reasons that citizens may not reduce their car use and increase active travel or public transport use.

- **Outcome expectations.** Citizens may not believe that public transport is convenient, affordable, and reliable enough to switch from using their cars. Approaches to addressing this barrier aim to build understanding and knowledge, and provide feedback:
  - Create familiarity with improved public transport and demonstrate that it is now convenient, affordable and reliable.
  - Be clear about what individuals need to do.
  - Acknowledge internal conflicts – i.e. between desire to reduce carbon emissions compared with the perceived increased cost for individuals – by explaining how things work.

Alongside improving public transport and raising awareness, communication is likely to benefit from demonstrating the reliability and convenience of the improved public transport network. Messaging is also likely to benefit from clearly explaining what citizens need to do to use it and directly addressing internal conflicts around climate change and personal car use. For example, a message that addresses the latter could be: “we recognise that you want to address climate change and reduce carbon emissions, but not at the expense of getting to work on time so we’re making sure you can do both.” This campaign could include new signage across Brighton and Hove detailing the new system and share real-life experiences of citizens using the improved network.

- **Routines.** Citizens are in the habit of being reliant on their car and so will be resistant to change. Approaches to addressing this barrier aim to enable planning and provide feedback:
  - Enable people to unpack their regular car use routine and identify how they can change this routine.
  - Enhance rewards.

For example, this could mean providing an information pack to workplaces and schools which guides employees and students through considering why they make the journeys they do, and how they could do them differently. This could incorporate a rewards system and resemble the 'Walk to School Week' initiative.

- **Decision forces and internalisation.** Citizens enjoy driving and feel a sense of comfort and safety in their cars, compared with using public transport. Approaches to addressing these barriers aim to build understanding and knowledge, enable planning, and provide feedback:
  - Find ways to halt and redirect confirmation bias – i.e. the tendency to favour information that supports one's prior beliefs.
  - Promote the value of longer-term gains.
  - Use feedback mechanisms to give citizens a sense of progression and meaning of the changes.
  - Use symbols of group identity, signalling their belonging to a group that shares values.
  - Support people to transform the desired behaviours into their own values and goals.

A consideration in the interventions themselves, and the communication around them, is to portray public transport as safe and comfortable. Given that using public transport is unlikely to be as comfortable as personal car use, communication could focus on the emphasising the positive aspects of public transport compared to personal car use, which confirmation bias often overlooks. For example, concentrating for the speed and shortness of journeys via dedicated bus lanes, and how people can relax on the bus in contrast to the stress of driving in traffic.

Promoting the longer-term gains around public health and reduced carbon emissions can be enhanced by providing updates to citizens on the impact their changes are making. For example, "this year personal car use reduced by X amount, which means X reduction in carbon emissions and X amount of money generated through sponsored walks, which will go into improving X local active travel infrastructure." Feeding into the journey planning pack example, this could include an ongoing goal-setting activity. Brighton and Hove should build on its identity as a place addressing climate change as an emergency and may benefit from

a symbol or signal which can be associated with this group identity. For example, a simple logo or image that accompanies a wider campaign strategy.

- **Identity.** Citizens see driving a car as a status symbol, associated with affluence. Approaches to addressing this barrier aim to build understanding and enable connections to be formed:
  - Reinforce target behaviours.
  - Re-frame the identity.

Particularly when targeting drivers, the city council could explore messaging that reinforces being a ‘team player’ in efforts to reduce carbon emissions and focuses on being someone who has changed their behaviour to reduce carbon emissions as a status symbol.

- **Social and cultural norms.** Citizens are accustomed to a culture which prioritises cars/drivers. Approaches to addressing these barriers aim to build understanding and enable connection:
  - Challenge assumptions around false consensus.
  - Emphasise harmonious features.
  - Maintain individual autonomy and control.
  - Develop a sense of learning and enjoyment.

The assembly raised several points around addressing these barriers through their recommendations, including experiencing changes as a whole community effort and shifting mindsets through changing the physical environment to prioritise pedestrians. The emphasis on harmonious features supports the focus on messaging around public health and reinvigoration of community spaces while also addressing climate change.

Communication around the suite of interventions may also benefit from challenges to false assumptions about other people’s habits and providing them with choices. For example, demonstrating the prevalence or uptake of active travel by sharing videos of cycling clubs hosting events, and inviting them to join future events that allow them to learn at their own pace. Initiatives could also, for example, encourage the community to share their experiences as they navigate the highs and lows of changing their behaviour.

This brief behavioural analysis is designed to support the principal content of this report; the assembly’s recommendations and the process of getting there. Having diagnosed the issues, this analysis is intended as a set of building blocks which the council can use to workshop ideas internally and with citizens of Brighton and Hove that address these barriers. These, ideally co-created, solutions should then be tested and trialled alongside the refined interventions recommended by the assembly.



The process of using this analysis to inform interventions and initiatives should reflect the following two recommendations from the assembly:

- All measures should be carefully planned, researched and monitored/evaluated.
- The council should actively consult and engage with the community.

Throughout the assembly, it was notable that assembly members were not aware of consultation that is regularly carried out by the council. The assembly often expressed thanks that they had been engaged in this participatory way. In keeping with the above focus on co-designing communication and interventions, we recommend basing future engagement with the citizens of Brighton and Hove on the principles and practices of co-production and participation. The following three resources are a good place to start:

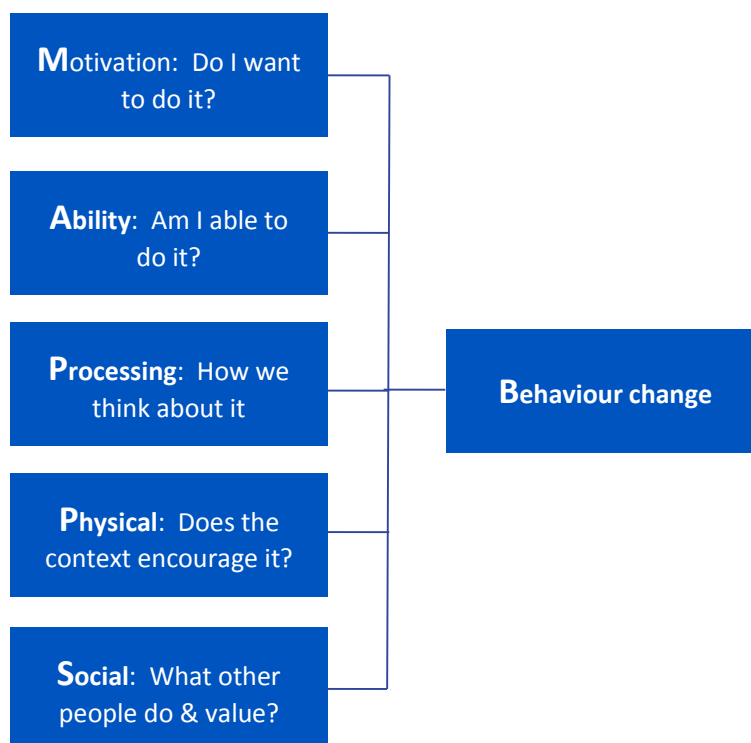
- Mind's 'influence and participation toolkit' - [Influence and Participation Toolkit | Mind, the mental health charity - help for mental health problems | Mind, the mental health charity - help for mental health problems](#)
- Oxfordshire County Council's co-production programme - [Co-production programme | Oxfordshire County Council](#)
- Social Care Institute for Excellence's wealth of resources on co-production - [Co-production | SCIE](#)

# 10 Appendices

## 10.1 MAPPS behaviour change framework

To understand the dimensions underlying behaviour, Ipsos MORI use MAPPS; a behaviour change framework based on rigorous academic research (Behaviour Change Wheel/COM-B) and an evidence base of sustained behaviour change.

There are five dimensions to the MAPPS framework:



Sitting under each of the dimensions are further ways to diagnose behaviour:

MAPPS DIMENSION	MAPPS CATEGORY	Contents	WHAT IT MEANS
Motivation	Outcome expectations	How estimation/predictions about outcomes affect motivations	I don't think it will work
	Emotion	How feelings/emotions and emotion regulation can support behaviors	I'm not feeling like doing it
	Internalisation	How behavioral motivation evolves from extrinsic to intrinsic	I don't want to do it

	Identity	How personal and social identities support behaviors	I'm not that kind of person
	Self-efficacy	How feelings of self-efficacy and mastery support change and persistence	I don't feel able to do it
Ability	Capability	How we learn new behaviors	I don't have the skills to do it
	Routines	How behaviors become habits, embedded in routines	It's not part of what I usually do
Processing	Decision forces	How heuristics, biases and behavioral regulation guides decisions and behavior	How things are processed
Physical	Environmental factors	How the physical environment, context and resources sparks, supports or impairs behavior change	How things are set up
Social	Social Norms	How group, transient or situational norms guide behavior	What's expected of us
	Cultural Values	How broad cultural values affect behavior	The way we live

Once we have diagnosed the barriers to behaviour change, researchers use an extensive body of research on interventions tailored to each of the categories to inform recommendations which can then be designed, tested and implemented. These interventions fall broadly into the following building blocks:

- Understanding; building knowledge, help people see relevance and importance
- Feedback: providing positive or negative guidance, direction, or outcome expectancies
- Planning: developing and maintaining intentions or skills needed to perform a behaviour
- Restructure: changing environment to enhance or remove influences
- Connect: allowing connections to be formed or making these available as informational sources.

## 10.2 Letters from my future self

In the final session, assembly members wrote letters as their future selves about the transport system in Brighton and Hove in 2030. These, anonymised, letters are provided below as written by the assembly.

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As I walk on the sea front towards the centre, I can't help but emphasise how grateful I am to live in such a beautiful city! I look around and I feel I'm in a painting, the streets leading to the centre are full of flowers and plants. Once in the city centre the air is still fresh and I can smell the flowers. The city is buzzing but there are no cars...it's all pedestrian streets! I can see many parents walking with their children towards the cafes and the shops. A few tourists around taking pictures and enjoying our city. The tram has definitely made a big difference to our city especially for the elderly and tourists!

I love Brighton and Hove!

---

Dear [REDACTED]

The last 10 years have seen a lot of changes, which is a very positive thing. I am driving a fully electric vehicle to work as opposed to the old Diesel you are driving now and it is charged by 100% sustainably sourced electricity. I work a lot closer to home for work-life balance reasons mainly, but also as I've become more aware of the impact travelling long distances has on the environment still. I go into Brighton city centre a lot more than you do because it is a more pleasant place to be now it is pedestrianised, it's also a nicer cycle in since the improvements to the network of cycle paths.

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Hi [REDACTED]

Wow its great how there's loads of pedestrian areas.

Still got pesky cyclists whizzing around but everyone is accustomed to it.

I am surprised how many people use the park and ride.

[REDACTED]

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It's 2030, life today has changed to the better. The air is clearer and so is the pollution. No more unnecessary traffic, and more people on the streets confidently. It's definitely took a lot of commitment from the people to make this change and now I thank that. I'm glad Brighton has invested in trams, although it was expensive and took some time to build. With no doubt it was the best and more sufficient investment. Tickets now compared to 2020 are so much cheaper, 70% cheaper. Everything now is not only eco-friendly but people-friendly, we are all trying to help our environment and make life easier and positive for us. These changes had made me more at ease I feel more secure and safe in my environment. This is because my city Brighton and I are aiming to always achieve the same goals and have the same mindset when it comes to transportations.

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Dear Me!

My main mode of transport is now cycling.  
There is an excellent web of segregated  
cycle lanes across Brighton and Hove. My  
daughter and I cycle to her school, and  
she has permission to leave her bike there.  
~~Therefore~~ I walk or cycle to the station  
when I need to commute to London

for work.

We don't own a car, but we are members  
of a car club, with a fleet of electric cars.  
We use the car for visiting relatives / friends  
outside Brighton and other trips away, but  
not much within town.

Where cycling is not possible, we use buses to  
get around town. The buses are very frequent,  
cheap + reliable. We use an Oyster-type pay-as-  
you-go system. There isn't much traffic on the  
roads, so the buses can move quickly + jannies  
don't take long.

All the changes are very positive, and the city  
is cleaner, healthier + much more  
pleasant!

From Me!

Dear Me,

I'm writing this letter to you as you're taking part in the B&H climate change assembly and I bet you're wondering what changes have been made over the last 10 years!

So, you've started a wonderful, well-paid and fulfilling career working close to home - and as you commute into work on a daily basis (not far - just to Hove) your day starts off at the bus stop, which is within a 5-minute walk from home. There's a bus every 10 minutes or so (there used to be one every 7 minutes but as I'm sure you'll know, that ended up with a lot of congestion and travel time was actually longer - as well as being hard to predict when the bus would come). Now, although the time between buses is longer, you know exactly what time it'll be there and also exactly how long it's likely to take (with a 10 minute margin) so it's a lot more reliable getting in to work and you don't have to worry about things like super long journey times just because it's raining outside and people can't be bothered to walk.

You've also been taking the old lady you volunteer out in the wheelchair more often, although she's now almost 100 (!!). It's so much easier wheeling her around on the pavements because they've been smoothed out and now have easy access on and off the pavement at multiple points. She's also now able to access the city centre proper, and no longer has to limit herself to Hove, because of the pedestrianisation of the city centre. Equally, you're able to go out with [REDACTED] more often now that there isn't such an issue with step access on and off the pavement and also into shops, pubs and restaurants. Everything has been thought through to enable smooth access to the same things as able-bodied people have access to.

You still live on [REDACTED] and the traffic outside has improved immensely, you no longer get kept up at night by the noise of cars (aside from the reduction in traffic, lots of people have also moved to electric cars which are a lot quieter) and the buses are no longer so noisy now they're hydrogen powered.

The high street culture in Brighton is flourishing because it is so much more accessible, and people actually enjoy coming into town for a pootle and a bit of window shopping (don't worry- COVID will be on its way out soon so you won't be stuck at home for much longer!)

The trains have also massively improved, so if you ever need to commute into London these are now high speed, and the days of train cancellations and delays are a thing of the past. You can also always get a seat which is a bonus, because I hate to tell you that your [health condition] is just going to get worse over the next 10 years.

Overall, Brighton has become a national leader in the Green movement, and it couldn't have come a moment too soon. Everywhere else is struggling to keep up with the changes Brighton has made and we're now being consulted by many other cities on the progress we've made so far. It's a buzzing, green, clean community with great new infrastructure and street architecture and is a place where everyone has the same access and air pollution is no longer causing the same problems it did in 2020.

A pat on the back to you past-[REDACTED], this assembly was instrumental in moving the agenda of climate change/air pollution to the fore and all of the changes made have been positive to everyone in the community.

Future [REDACTED]

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Hi [REDACTED],

Wow, what a lot has changed in the past 10 years, in both the way the city looks and functions, and in the way you live your life day-to-day.

It's incredible to think that in 2020 it was possible to drive into the centre of Brighton. That the shared spaces that are now used as market squares and community spaces were once filled with cars. Of course, back then, it was more convenient to drive into town - the cycle route we use now didn't exist, instead you were competing with cars and buses on the road (hardly a safe journey for anyone, let alone a family with young kids on the backs of bikes). In 2030 we let our children, now teenagers, cycle into town on their own, which we definitely would not have done back then. When the weather doesn't work for cycling, we don't think twice about getting the bus - another big change from the past when we would have got straight in the car.

It's also amazing to reflect on the changes in our local community of Westdene. While we sometimes walked [REDACTED] to school in 2020, we would also drive quite often. This was the case for lots of parents and the streets around the school in the mornings and afternoons were a nightmare - rammed full of cars, not enough parking and a real safety issue for the kids. Now parents wouldn't dream of driving and the community is so much better for it. In addition, the local community has thrived now that there is less traffic around the shops on Eldred avenue. The cafes spill out onto the pavement and there are new independent businesses in addition to the few that were there 10 years ago.

The changes have been incredible, and we hope that they continue.

[REDACTED]  
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I walk out of my flat [REDACTED] in central Brighton to the lovely pedestrianised zone. its lovely to see the people, the cafe culture and the new planting of trees and flowers. I pop up to Edward Street on foot and get a bike to go to the station, really happy that my ticket includes bike ride, train ticket to London and entry to the Tate Modern. I am also able to recycle my old radio at the mobility hub which is really handy. A good day.

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[REDACTED]

Can't believe how much progress Brighton has made to help our city achieve my every ambition we have become among the cleanest cities in Europe thanks to 15000 people contribute to our future outlook.

I don't need to travel to much, except on our great bus service and rail network.

Back in 2013 our city looked dirty, also full of pollution, we now have ambitions for my 16 grandchildren and 14 great grandchildren to have our planet liveable again.

People are now engaged with one another more readily because they are proud, we have achieved through unity and self-confidence,

Bravo to us all

Welcome to the new era

[REDACTED]  
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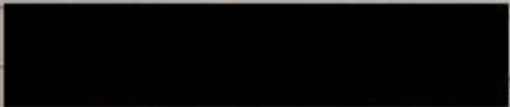


I love the changes that have been made to the transport system in Brighton and Hove.

My local neighbourhood is carfree now and there are trees, benches and communal gardens. Lots of small independent shops have opened up so I don't need to drive to the large supermarkets. There is a sense of community now, and it feels safer and the air is cleaner.

When I go into Brighton (by bus) there are hardly any cars because tourists use the park and ride scheme and the mobility hubs. The air feels cleaner and it is a more pleasant experience.

The centre of Brighton is completely car-free so the buses are quicker and more frequent, and have become more affordable and accessible.





Hi [REDACTED],

How are you doing? Still handsome as ever eh?

I got up this morning and looked out my window at Brighton. Wow, you wouldn't believe the difference a decade can make!

Even though sea levels of continued to rise, the sea front looks about the same as it has done. Thanks to the measures we put in place after 2020, we have managed to slow the rate at which the ice caps are melting and have also somehow managed to stave off a big melting event in Antarctica.

Life goes on much as it has, except now we're living in the future! Why just this week I had to go to a meeting in London. Rather than driving to the station, I walked down to the mobility hub about a quarter mile from my house. There I got an electric bike and took it to the rail station, where I was able to get my train just on time. Coming back, I had had a few jars so I decided it wasn't smart to cycle back home. I got one of the new electric buses and was home just before 7PM.

My parents are coming to visit next week, they're older and tend to still drive everywhere. I told them about the traffic measures to prevent people driving into town, so they're going to leave their car at the Caroline Lucas Memorial Park n' Ride just north of town. It's really cool, they managed to dig down into the earth and built one of those really fancy self-raising parking structures. You leave your car there in long term parking and then take an electric shuttle bus into town.

Well, anyway, just remember that it's important you did all this stuff back in 2020. Thankfully we're not like Southampton who sank!

Kind regards,

You (from the future!)

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I'm 38 – hopefully I've never had to go back to commuting +16,000 miles per year by car (following the effects of WFH during Covid). Remote working has really helped reduce unnecessary car journeys and I'm working full-time from home. As a result, we will have gone from two cars to one economical vehicle which is necessary for us to have with a partner who commutes outside of Brighton during unsocial hours and is considered a 'key worker'. Getting in and around the city will be easy – either through walking or catching the bus. If I do have to go into the office, I'll be able to easily catch a bus to Preston Park train station and travel along the coast in-line with regular train services. Family who live outside of the city will be able to visit us easily – either through using the park and ride or through arriving at the train station and being able to easily get on a bus and travel to the outskirts (using the mobility hub system). During weekends/leisure time, we'll be able to travel easily East-West of Brighton to visit friends without needing to jump in the car. I'm happy that the city has become more accessible and that there are easy, regular and accessible ways for me to use public transport for leisure travel.

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Hi [REDACTED] from 2020

Well 10 years have passed since they have made Brighton and Hove a 'car free city'. A lot of good has come out of this we have been able to lower the cities emission the air is fresher and less polluted but for you, as a disabled person, things have not been so great, all the talk about not forgetting about those who may rely on cars due to disabilities have been pushed aside and forgotten.

The buses are not as accessible as they could be and they still continue to hike prices even though they have easier access routes. I am penalised because I am disabled, the parking for disabled people is non-existent or they have put our bays in areas that are unsuitable to us.

My carers struggle to take me even to the doctors and hospital appointment that I have. I am at time verbally abused for using a car and told I am faking my conditions just to be lazy.

If I take the bus, I struggle to get on easily as well as being made to fold the walker. I am sometimes waiting a long time to get on the buses as they cannot grant me access.

Cyclist have priority with no care to others. The number of times I've been bashed by cyclists who have paid no attention to road traffic signs has increased.

I have become isolated for living in close proximity to the town I shop more online then go to town because it is easier and safer for me. If I do arrange to go to shops, I go outside of Brighton. Because the UK had been short sighted for so long on where they invested money and made improvements, they are over the last 50-60 years they are thought they could make these bold radical changes quick and fast.

The residents of Brighton were listened to but not heard. Life has become harder for disabled and those who do not look to be matching what the Council envision.

[REDACTED] from 2030

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Dear [REDACTED] 2020,

Hello, [REDACTED] 2030 here. So just dropping you a line to update you on how things are going with in Brighton in regard to that climate assembly thing you're taking part in. It's going great!

The entire city centre stretching down to the seafront into Kemptown and across some way towards hove is 'car free' now. Of course, that doesn't mean there's no cars at all but there's a heck of a lot less! Those with exceptions such as blue badges or delivery drivers/business owners etc. Can still get about as needed but other than that, the 'roads' are clear of motor vehicles. If you can call them roads! It's mostly pedestrianised, multi-use areas with plenty of green space with great cycle access and really well implemented public transport. Talking of public transport, it's now is now totally free and under public ownership! It's clean, convenient and accessible to all. Indeed, all public transport across the county is the same, the Greens still run the council here... and indeed now run the country! We've also re-joined the EU! Covid got a vaccine! Animal agriculture was ended! Everyone is vegan now! Climate change reversed! Back lives matter! It's all fixed! Yay us!

Of course, this is [REDACTED] 2030 from the super optimistic alternate future... I very much hope you're coming here and not the more dystopian cynical place that regularly occupied my mind 10 years ago!

Well, good luck for both our sakes. See you in the future.

Kind Regards,  
[REDACTED] 2030  
the future.

Hove,  
7<sup>th</sup> Nov, 2020

Dear me,

Retirement has brought many changes. The fact that I no longer have to travel to work every day has made the transport changes less of a day-to-day concern, but the encouragement of an integrated public transport network has allowed me to give up the car, which is a huge relief. The fact that electric cars are available, as and when needed, has been a huge benefit, but faster, cheaper and more comfortable public transport (and the fact that I

no longer have to work, or to ferry children about) has made that less important.

The cycling network has perhaps made the biggest difference - being able to get safely (thanks to the dedicated routes), and quickly (ditto), and without too much discomfort (thanks to the e-bike) has made me both healthier and happier than I might have expected at this stage of my life.

A fifteen-minute trip into the pedestrianised area around Duke Street - The lanes - Old Steine has become an unexpected but welcome pleasure.

'sup [REDACTED], how's things back in 2020?

Wow, those ten years passed quicker than ever! Brighton is still the best place to live in the UK. Remember back then when winters were spent indoors because it was just too freezing to cycle everywhere like usual? It used to be all too easy to just jump in the car when I didn't want to get wet for a quick trip to climb at Portslade or to go to the shops. Now I know it will be much more inconvenient and, for the first time ever, actually much more expensive than using public transport. How perverse that we used to have things the opposite way around!

Thank god the buses now come close enough to home to get out and about. And I'm so very glad the council grew a backbone and nationalised local buses so that the profits could be funnelled into improving transport in the city rather than into the pockets of global conglomerate shareholders. It was crazy we allowed that to happen for so long and that we didn't use all the methods we had available prior to nationalisation (licensing, tolls for bus lanes, etc.) And how much cheaper it is to run the buses now that the streets aren't congested with private vehicles. Now it's easier to get into town cheaply and with the cars off the road - it's the first time buses that are actually quicker than cycling.

Summers are better than ever. I still cycle literally everywhere and every single day but it's so much more relaxing and quicker. Now we're a big group of people having barbecues on the beach and swimming together. It used to be such a nightmare persuading others to cycle around town with all the cars and the poor infrastructure. How much healthier we all feel! And it was amazing to see just how quickly robust enforcement action and high fines put an end to all the cars dangerously parking in cycle lanes.

How naive we were to think that park and rides could be the future. I still visit London 2-3 times a month like you used to but it's always by trains now. It's much better to be able to kick back and not worry about drinking or parking.

It's also great that the city is less reliant on a single form of income from day-trippers. With 11 million visitors a year and rising, we were at risk of forgetting that there are two sides to emissions arithmetic — we can reduce the emissions per km or we can reduce the distance travelled! 20% of Londoners coming by car is madness and the sheer number of other unnecessary car journeys ended up causing as much harm as dozens of intra-city journeys! How blind we were to not see that one of the most effective measures was to discourage visitors from arrive by car even if they don't bring their vehicles into the city centres.

And thank goodness the council didn't waste loads of money investing in electric vehicles. What a waste of time that turned out to be. Marginal and incremental gains were not worth the inefficient use of public funds especially when we were right that driving fundamental behaviour changes and moving away from private vehicles altogether was massively more effective than ploughing energy into producing high-energy-cost vehicles that were obsolete five years later. And how much more equitable this way was rather than rewarding those who could afford to regularly buy expensive modern cars.

I'm glad the council thoroughly consulted the evidence base to channel efforts and funding into the most effective means of actually reducing emissions for future generations. The quantitative effect of a few bold moves was well worth the initial pushback. And look how quickly we all adapted. All those stubborn car owners now love that they can get around in the city centre without being stuck in bumper-to-bumper traffic and barely anyone remembers why they were so wedded to their vehicles. And my friends with special requirements who still need cars are glad there's more space on the roads and that the subsidised car clubs were a great way to provide them access without reliance on privately-owned vehicles!

Here's to another ten years!

Dear [REDACTED]

It all looks pretty bleak at the moment where you are but here's a note of optimism and hope from the future.

We fixed it! People woke up and started changing their day to day habits, became much less selfish and realised at long last that there is only a finite resource on this beautiful planet. They also stopped chasing the red herring of living on Mars, you'll be pleased to hear.

After private car ownership was banned and there was a full switch to active travel neighbourhoods, the birds started singing again and there are far more sounds of peoples chat and kids playing than the noise of cars and home deliveries. I can walk everywhere I need to go on a day to day basis, there are a lot more small specialist shops to buy goods and services from and many are cooperatively owned. Supermarkets and out of town shopping are long gone.

I really enjoy working in the community garden up the road and can easily get there on my bike now the cycle route is so safe and fast and I don't need to worry about being run over or someone opening their car door into the bike lane as cars and bikes are completely separate.

The trains are amazing and so cheap! Whenever I need to go and visit friends or go on holiday there is never even a choice around how to get there, train travel is the fastest, cheapest and most enjoyable method hands down. It's still lovely not to see the trails of aircraft overhead. No one misses planes, it's still amazing to me that they were used for so long, what a waste!

The air is much fresher now and the future has been reclaimed for future generations, it feels like we are getting there one bold step at a time.

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I am pleased to see the effects of the consultation on the community of the Brighton Climate Assembly. Some of the recommendations have had a positive impact on Brighton and Hove.

It has created local community hubs which were not there before.

The fact that car use in the city is now reducing and we have found alternate means to run our lives is testament to the adaptability of the people of this community.

If you let business drive priorities you end up with a polluted environment if you let people run it for their benefit you end up with a very different outcome.

I no longer need to drive to the centre of town and can use public transport cheaply.

Localised car charging facilities helped Woodingdean adapt to the change in the law regarding electric vehicles.

I am free to walk and cycle in shared spaces without fear of car drivers, this gives me a real pride in the community.

We are now a model for other towns and cities in the UK having taken bold action.

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## 2030 Letter-to-Self

Travelling to and from School on a daily basis has not changed <sup>mean</sup> as bus routes have stayed the same, but a car-free city centre has made the journey a little faster. The buses are certainly quicker as they're all electric and the streets in general are quicker as there are more cyclists on dedicated, separate cycle lanes and less cars even in the places that they are allowed. This is because mobility hubs have made it much easier to swap your car for an <sup>e-bike</sup> or bus which will get you around the city in a green and timely manner. <sup>Banners</sup> ~~Education~~ hanging over North Street where the Christmas lights usually go display clear slogans or stats in order to <sup>send green</sup> ~~educate~~ <sup>educate</sup> people about what the council are doing and what they can do to reduce their own negative effect on the environment.

On weekends the Seafront is as busy as it usually is with tourists and residents alike but the congestion on the <sup>roads</sup> ~~roads~~ is <sup>virtually</sup> ~~not~~ non-existent. This is because part and ride schemes have allowed tourists to arrive at <sup>the outskirts</sup> ~~Brighton~~ of Brighton and take buses into the centre keeping <sup>lower</sup> ~~emissions~~ emissions low in the centre and Seafront making Brighton even more picturesque.

On a personal level, not much has changed in terms of my travel around the city but it is <sup>clear for see</sup> ~~much clearer~~ that Brighton is a much less congested area leading the way in <sup>climate</sup> ~~green~~ combating climate change on a city wide level while not having lost anything in terms of tourist attraction.

Dear [REDACTED]

I hope you're still managing to get around at 81!

Brighton City Centre is a riot of colour, trees and shrubs which means I've been able to volunteer my allotment skills and help to keep the green spaces looking good.

The Council have been very good at engaging with the community in a positive and encouraging way and have managed not to 'demonise' people who need to use their cars and vans for work, or as a result of a disability. Good and effective communication was the key to carrying the vast majority of the City with them.

My grandchildren are less worried generally about climate change than they were 10 years ago because they can see that Brighton and Hove are doing something positive to make a real difference. And the two who have asthma are feeling the benefits of fewer emissions too.

I've been able to continue to use my Blue Badge and get to all the places I need to. If someone can invent a three-wheeled disabled electric bike you may even see me on the cycle track! Ha ha

Take care of yourself.

[REDACTED]

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Dear 2020 Self,

To think where we were in 2020 and where we are now... the city feels like it is breathing again, the air cleaner and the space safer for the community, particularly children. The car free city centre with its trees and plants and clean environment has been rejuvenated with more pedestrianised spaces, although the buses on North Road still sit in queues. Car parks in the city centre are long-gone, turned into community education, sport, creativity and work spaces. Tourists and out of town visitors leave their cars at the periphery of the city and come in increased numbers to visit our clean, vibrant city and seafront. The car free neighbourhoods have also reduced pollution, made the air feel cleaner and helped the community to take more ownership of the space. It took a few years, but the cycle network now really works, connecting up with national cycle networks, the South Downs and commuter routes into the city. It's how we get around now and the segregated cycle network throughout the city feels safe and has encouraged most people to cycle. The e-bike subsidy has helped many citizens to buy their own e-bikes so that older people and those living further away can also cycle safely. Young people have been central to this journey and their commitment has been so important in persuading the community and people have seen the benefits, so even The Argus has something positive to say about our green city. I still work from home, so commuting has become a rarity. We use the car club of electric vehicles if we ever need a car, so no parking problems anymore and the train takes a lot more bikes now so we can travel further afield.

Take care, stay safe and well,

Me, but 10 years older.....

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It's been great being able to walk to work through shared streets without the sound of traffic or road rage. The cyclists are so much more relaxed and using their designated space as they feel safer. The need for rushing everywhere seems to have disappeared with the traffic delays and congestion. I don't feel as though I have to listen out for the cyclists, skateboards, scooters etc encroaching on the pedestrianised space.

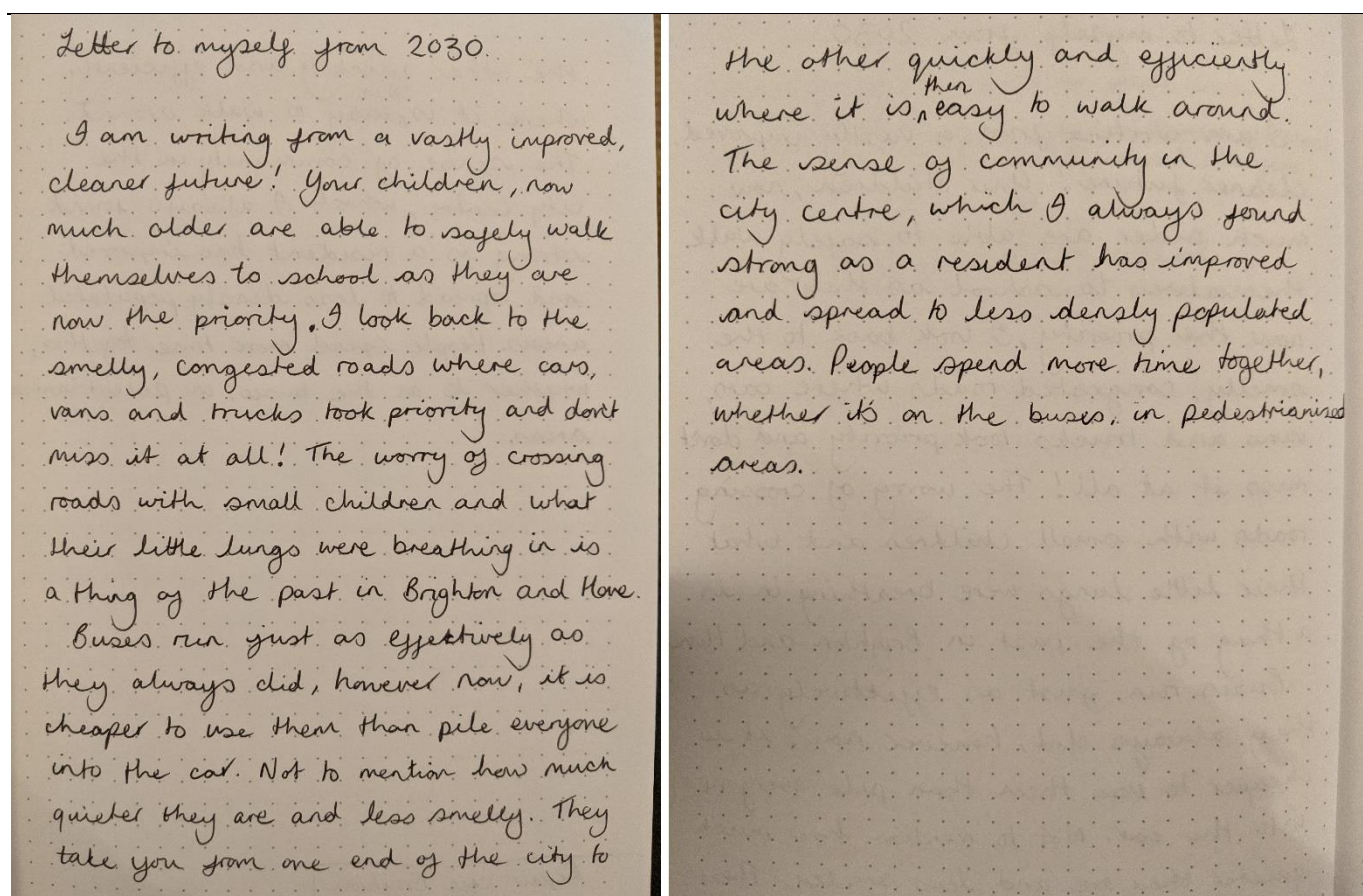
The bus congestion along Western Road and North Street has reduced due to the better route planning and hubs and the one-way systems around the centre and sea front with dedicated bus lanes. As car access is restricted, they are no longer blocking the flow of public transport/cycle lanes etc.

The increase in e-bikes with cargo carriers has meant I am now able to shop for heavier items, e.g. DIY/garden centres rather than use the car club as I used to do.

I can also access the Downs on a more regular basis for exercise using an e bike rather than using the car club and being stuck in the traffic trying to get to the A27. The dedicated cycle routes are so much safer to cycle on and have given me confidence to use bikes in more areas.

And so great to no longer hear the "parking rage" around me. Just the sounds of people walking and talking to each other.

Life feels healthier - less stressful, less polluted, less rushed - and I'm looking forward to the extra years I may gain living in a cleaner city.





I am glad Brighton has achieved carbon neutrality. CO2 emissions from transport around one third of total emissions and are now zero missions did we reduce transport related carbon emissions in the city? Ten years, the vast majority of emissions was from private.

Therefore, to reduce emissions from cars we needed to:

- promote electrification
- reduce the weight of vehicle relative to occupants (less overall energy used) -reduce the total VMT (vehicle miles travelled) -promote mode transfer from private cars to more efficient modes

We did this by:

- Promote transit – not limited to traditional mass transit Do this by reducing the number of ICE (Internal combustion engine) cars Reduce VMT Promoting ride-sharing Promote active transportation – especially cycling and walking I noted the following <https://phys.org/news/2018-11-ways-cities-emissions.html>
- We achieved this improvement by achieving four broad categories: avoid, shift, share, and improve.
- We avoided strategies that aimed to slow the growth of travel. They include initiatives to reduce trip lengths, such as high-density and mixed land use developments. Other options decrease private vehicle travel – for example, through car/ride sharing and congestion pricing. And teleworking and e-commerce help people avoid private car trips altogether.

We shifted strategies to encouraging travellers to switch from private vehicles to public transport, walking and cycling. This includes improving bus routes and service frequency. We effected pricing strategies that discouraged private vehicles and encouraged other modes of transport that were also effective. Policies that include incentives that make electric vehicles more affordable have been shown to encourage the shift.

Share strategies affect car ownership. New sharing economy businesses are already moving people, goods and services. Shared mobility, rather than car ownership, is providing city dwellers with a real alternative.

This trend is likely to continue and will pose significant challenges to car ownership models.

Improve strategies promote the use of technologies to optimise performance of transport modes and intelligent infrastructure. These include intelligent transport systems, urban information technologies and emerging solutions such as autonomous mobility.

Our research shows that sharing 80% of autonomous vehicles will reduce net emissions by up to 20%. The benefits increase with wider adoption of autonomous shared electric vehicles.

<https://theconversation.com/cities-need-to-innovate-to-improve-transportation-and-reduce-emissions-125778>

Sixty-four percent of all vehicle kilometres travelled on a global basis are in cities, and this is anticipated to grow exponentially.

Similar: Travel statistics worth noting on where the problems lie:  
<https://twitter.com/ionburkeUK/status/1314517112061399043?s=20>

Two thirds of trips are under 5km:

With most journeys being less than 5km, then either a bicycle, or an e-bike is has been shown quicker, produces no GHGs/emissions and takes up much less road space. The more segregated lanes that are provided, the more people younger than me will cycle.

Cargo bikes, and e-cargo bikes are set to revolutionize this sector. If even more speed limits are reduced to 20mph then it actually becomes much more cost efficient to use ultra-lightweight mobility devices like

e-bikes than any other form of vehicle. For many personal and business uses an e-bike could become the standard first choice.

If e-bikes have been incentivised and/or subsidised accelerating their uptake.

bikes/e-bikes are already the optimal solution. Cargo-bikes allow cargo and passengers to be carried, thus replacing vans and taxis etc.

<https://electrek.co/2020/09/27/these-electric-cargo-bikes-are-already-replacing-trucks-in-cities/>

<https://citymonitor.ai/transport/when-rethinking-the-streets-dont-forget-the-power-of-cargo-bikes>

<https://www.uci.org/news/2020/the-limitless-potential-of-cargo-bikes-around->

We now have provided free autonomous vehicle transport from park and ride and rail stations to seafront and along the length of the front, See attached note on how we achieved this.

The world's first commercial autonomous vehicle service is being operated by Waymo (part of Alphabet Group – along with Google) since 8th Oct, 2020 – complete driverless operation with no Waymo staff in the vehicles: <https://blog.waymo.com/2020/10/waymo-is-opening-its-fully-driverless.html>

Once automated driving systems are more widely available for other vehicle platforms (only a matter of time now) then new modes of mobility are facilitated. The most exciting of which is probably this: <https://www.next-future-mobility.com>

Next Future Transportation is developing pods that can travel around residential areas collecting passengers from their doors, and then different pods can physically combine together like a road train (similar passenger density to as bus) as they travel along main roads.

Whilst on the main road the passengers can move to the correct pod for drop off – then when the road train nears the main CBD, town centre, business park etc. the pods can split apart to efficiently drop passengers off close to their destination.

This is like a hybrid of a privately-owned motor car and a bus. It can provide an on-demand and door-to-door service. Yet being ride-sharing it reduces VMT and provides similar convenience to a car – note there is no need to worry about parking.

Note – AVs in cities are almost certain to be battery electric – again reducing emissions on the roads and in the city.

In the future, once AVs are established, then human driven cars can be banned – at that point road furniture (signs for drivers etc.) can be removed, lanes narrowed and more dedicated space for cyclists can be provided – as AVs can be instructed to change behaviour depending on what is required at that time. E.g. if priority is to be given to pedestrians and cyclists then all AVs in a zone can be wirelessly instructed to never exceed 10mph and always give way to vulnerable road users. Or AVs can be instructed to avoid a zone for a street party etc. etc.

If cyclists know that they are much safer around AVs than human drivers, then this will help promote the uptake of cycling – and e-biking.

Dear me!

I have always had such high hopes for change in Brighton and Hove, being naturally optimistic, but long experience has made me accept that change is unpredictable, hesitant and slow. Other towns and cities seem to move faster. Maybe that is a faulty impression, maybe it is a function of the times we live in, or maybe it's the result of seeing the decades-long delays in major planning schemes in the city. The council was becoming a little bolder back then than it had been and I'm glad that has continued - boldness begets boldness - but it's a painfully slow process.

What you had hoped I would tell you is that the expansion of housing in the city has not been matched by an increase in car ownership, that the number of car-free households has doubled, that emission-free buses are used by everyone, that work has begun on a tram network. Sorry.

You might have guessed that at my advanced age I was never going to become a cyclist and was not going to walk much more than I did back in 2020. Some things have improved.

Changes to some bus routes - by not running them from all one extremity of the city to another - have made buses slightly more reliable and finding the money to extend bus passes for more citizens, not just us oldies, in quieter times of the day has kept the buses fuller. But without having top priority, buses still have to contend with congestion.

The really significant achievement has been in the middle of Brighton and the city centre, especially around the Clock Tower, used to be one of the most polluted places in the country. Keeping cars out of the centre has reduced this but the change to loss- or no-emission buses has had the greater impact. This improvement has mostly been the result of the council's going back to and implementing Gehl Architects' legibility study *Public Space, Public Life*. That was an example of boldness.

Not much seems to have changed in the next ring of neighbourhoods around the centre. Areas like Hanover still have narrow streets with nose-to-tail parking on both sides of the street. Will we ever get away from cars as symbols of mobility and freedom? The outer suburbs were designed to depend on cars and were never going to be amenable to change.

Back in 2020 I had hoped, as I had for the previous 25 years, that finally the nettle of annexing and funding sites for a comprehensive park and ride scheme would be grasped. The half-hearted scheme using the 27 bus at Withdean never worked as well as the previous dedicated scheme. Waterhall, Falmer, Sheepcoat Valley, Toads Hole Valley and Benfield Valley were such obvious potential sites. Acquiring the land proved to be too bold a move, even though the benefits were obvious.

As for trams, which I have advocated for even longer, it remains my biggest disappointment. A tramway network where no one is more than a 10-15 minute walk from a stop would have cost a lot initially but would have paid off over time. It would have removed most cars from the roads, been more efficient, more reliable, cheaper, cleaner and an attractive addition to the city's visitor appeal. The cost benefit over years would have been considerable, as you had seen during your visits to Strasbourg. However, it was something financially dependent on central government, which chose to make journey times on one route (HS2) a little faster rather than fund up to 200 city-wide tram networks around the country for the same money. Spreading benefits around the whole of society long since ceased to be a core principle of government and local authorities have had to struggle within that constraint. But you know all that. And you know my eternal optimism is tempered by the cynicism of experience.

Love from  
Your old man

PS: But how wonderful that the Hippodrome has re-opened as a large-scale theatre and become a major asset to the city's cultural activity and visitor economy.

future self

2030 letter. Average week of travel / changes feelings.

Dear [REDACTED]

Back then you were so wedded to having a car (to) at your disposal to take you anywhere on a whim! How you would love the transformed local area now! Clean air and streets free of cars.. Now we summon or book a driverless electric vehicle when we need to go somewhere out of the city but for getting around in town walking, cycling or driverless buses are so much quicker and easier. It feels great to be so much more connected to our communities too; Children playing in the street, quieter and safer streets; we can <sup>even</sup> hear the birds singing once again.

My shopping comes directly to the house at a pre-arranged time in the evening by refrigerated van so no need to spend hours shopping in person. Altogether we have a much better quality of life and wouldn't want to return to the chaos and transport of 2020..

Hi me in 2020,

I've been reflecting on the changes that have been made over the past 10 years to the transport system in Brighton and whilst there have been many schemes tried it was not until an integrated scheme was implemented did we see the real benefit, this has resulted in a cleaner more efficient and affordable transport system which has largely removed the need for any form of car usage within the city, although the Zero Carbon emissions target has still to be achieved.

The changes were slow in starting, primarily due to the lack of funds in 2021 after the coronavirus epidemic in 2020, and so we only saw the normal approach of higher parking charges, pop-up cycle ways and closing of the more congested roads which simply displaced the cars and did very little to the overall reduction of cars, but did cause outrage from the residents. Even the park & ride scheme introduced to ease the congestion was not popular as it simply moved the emissions out of the city to a new location, which had previously been part a green space, and had little support when the only method of reaching the city centre was the bus service which proved more expensive for a family of four then the increased parking fee.

On reflection I think the change came when we had a fully integrated transport system which although proved controversial has with a number of incentives been widely accepted as it enables citizens to move around Brighton quickly in a much cleaner manner. The heart of the scheme is the dedicated cycle way linking all part of the city and neighbouring towns from Saltdean to Hove, each community has their own transport hub where the residents can access all forms of transport from buses, and taxis to electric cycles and electric buggies (especially welcome for the Blue Badge holders as an alternative to their car). The hubs linked by cycle lanes are used by cyclists and the electric buggies as an alternative form of transport to the buses. The buses still provide a fully integrated link between hubs and across the city as well as being the gateway to towns outside of Brighton, although they are no longer able to enter the inner city as this is now a traffic free zone.

It was a bold decision to remove public parking in the city, from Preston Park down to the sea front there are no car parks or parking meters but this created a wider car free zone around the inner city where only the electric bikes and buggies loaned from the transport hubs are available. The loan of electric vehicles is also available at the park & ride station although the new high-speed rail link from the park & ride station is proving more popular, especially now the cost of parking also includes a day pass on all the city-wide buses for all occupants of each parked vehicle.

The free bus passes for all under-18s and university students was also an essential incentive to increase occupancy of buses outside the normal peak travel times further increasing the justification of making the investment to replace all Brighton's buses and taxis to zero emission vehicles.

Initially the number of visitors was reduced but quickly they increased as they saw the benefits of a cleaner healthier city where local traders put up markets and pop-up events were arranged in the parks and closed-off city centre. There had to be a major change in behaviour but with more people working from home and safer transport for school children using the dedicated buses and cycle trains the need for the motor car has largely been removed with resident using the cycle scheme and public transport rather than their own cars. As the cleaner electric & hydrogen cars become affordable there will be no petrol or diesel cars left in Brighton and car ownership will be restricted to journeys outside of Brighton.

There is still a long way to go before we see carbon emissions reduced to zero, but now we have a fully integrated transport scheme which meets the needs of the citizen and significantly removes the necessity of personal cars in Brighton. The change in behaviour has reduced car ownership and will soon make the target of a Zero Carbon City achievable.

██████████

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Dear [REDACTED]

There have been many major improvements in Brighton and Hove since 2020 you'll be pleased to read, but also inevitably some disappointments.

The seafront from The Drive to the Palace Pier is clear of through traffic now, as are North Street, Western Road, Old Steine, St James Street and The Levels. It is a delight to walk through these areas and enjoy all the plants, water features, art and "street furniture"; it is far more relaxed and healthier than before, though two-wheel fascists are still very much in evidence! Our grandchildren can now cycle to school and into town without having to go on the road at all, with just a few crossings along the way.

I love to take my bicycle on the tram out to Shoreham Harbour and have a look round the old fort and then have tea in Shoreham LTN. They built an SMR at Shoreham Power Station (which has just come onstream) and expanded the windfarm out at sea, so it's great to know we now have a completely green electricity supply in Brighton and Hove (though I miss the big funnel with steam coming out!).

Having said that, I'm disappointed that our goal of being carbon neutral in transport by 2030 has not been reached (mainly due to the slow uptake of renewable fuel powered vehicles by taxi drivers and road freight companies and the delayed building of Park and Ride facilities). Unsurprisingly, carbon sequestration and offsetting have not lived up to expectations and the carbon neutral deadline has now been pushed back to 2040.

It's a shame the e-bike and e-cargo schemes didn't work out: too many e-bikes were being stolen and very few people were prepared to be e-cargo drivers at rates that were economical. However, I won £25m on the lottery in 2023 and used it to help fund a West Pier regeneration project which is now home to new venues for live music, theatre, comedy and gastronomy, as well as a new "centre of excellence" in renewable energy.

All in all, I think there's been huge progress made in many areas, but we are still way behind other European cities and have a lot more to do!

[REDACTED]

PS. The winning lottery numbers for Saturday 12th August 2023 are 2, 5, 6, 7, 9 and 5, bonus ball 3.

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Dear [REDACTED],

Hope this finds you fit and well. I certainly am!

And here is why.

First you would never recognise Brighton now. The city centre has been car free for many years and what an improvement it is. It's now a pleasure to go into town and not have to dodge the traffic. Also, I meet so many friends and stop for a chat and natter which is often followed by a healthy wheatgrass drink. Yes, the changes that have taken place in Brighton have certainly made me aware of my own health and wellness issues.

The negative aspect about this change is I tend to spend more in the shops as even they have picked up the message and have created a healthy pollution conscience vibrant atmosphere.

Now let me talk about my bike. As you know I had a redundant bike in my garage. In the past I felt it was too dangerous to ride it and felt extremely unsafe. Also, at that time I was working in the intensive care unit and saw so many injured cyclists it truly put me off. Also breathing in all the fumes from the cars gave me a headache. And don't make me mention that hill I had attempt to cycle up to my home. It felt like a mountain!

Now I have an electric bike. It is truly wonderful. I can cope with the hills. But to be honest I can now peddle up the hill to the house since my fitness and breathing has improved. Also, I feel so much safer with the designated cycling lanes which are everywhere. No potholes, drains and parked cars to dodge. No excuse for not using the bike eh?

I have my own bike but it is easy to hire one. There is an activity Hub just down the road which provides bikes and all sorts of fitness apparatus. When you return the bike to the hub your hire fee is reimbursed. Imagine!

Now the most amazing news. I have sold my precious car. It was difficult and still is. My weekly visit to the tip has been curtailed and whilst I can compost some of the garden waste not all of it is possible. So, this is proving a problem. Still growing my own fruit and vegetables so you can imagine there is a lot to do but also a lot of garden waste. The weeds are still growing like you wouldn't believe.

The queue to get into the tip is still the same which must be causing a great deal of pollution.

Now talking about pollution. Remember how the mist from the sea gathered up the pollution from the cars in town and on the seafront? Then, as it rolled in over Brighton it would get caught on the trees opposite the house. Some days it would stay like that all day creating a misty polluted atmosphere.

If you remember it really affected my breathing so I had to keep the windows closed and not go out until the mist had disappeared.

Well that has stopped. The air now is just perfect. There are so few cars coming into Brighton along London Road and Dyke Road. The road outside the house is pedestrianised so it is not a link between London Road and Dyke Road. It has been a wonderful change made by the council and appreciated by its residents.

Car parking has been more accessible, cheap and user friendly. Plus the Park and Ride facility has been reintroduced with great success both for residents and visitors.

Still talking about cars! The council have introduced so many more electric points for electric cars. Also we are encouraged to have one outside our homes. My next-door neighbour, for instance, has one on the outside wall of his home.



I am not terribly convinced about the use of electric cars. There is still a great deal of congestion at certain times of the day. Also I am aware of how they contribute to the pollution from their tyres. Disposing of the tyres and cars must be polluting the atmosphere as is making the cars. I understand that various parts of the cars are made in different countries and then assembled in another country before being shipped here. Certainly not environmentally sound eh?

Remember the awful traffic jams outside the school along Dyke Road? Well that is no more. The school provides fuel efficient buses which transport the children to and from school. Better to have one vehicle filled with 50 children than two people per car trying to get to the nearest place opposite the school. Also children are encouraged to walk which I understand the school placed emphasis through teaching about personal health and wellbeing.

Let me tell you about the most amazing happening which finally convinced me to sell my car. My next-door neighbour wanted to go to London. He arranged for a flying car to collect him from his garden. He then flew all the way to London and landed on the top of the building he was visiting. Like a helicopter but more environmentally friendly. What a wonderful experience and facility eh?

You will be pleased to hear most of the taxis have gone from near the station. Now visitors to Brighton can take a rickshaw. Not the normal rickshaw we have seen in India but an electric one. Visitors with arthritis and other mobility issues can use them, and if needed, to the nearest connection to pick up a solar electric wheel chair. The rickshaws are great fun for the visitors and give a great first impression of what we are trying to achieve here in Brighton.

You must be surprised at me having all this knowledge about living in a pollution free atmosphere! This is thanks to information given out in our local Hub. Do you remember the parade of shops down the road and the common land opposite? Well that has been turned into a Community Hub. The road in front of the shops has gone. This has been resurfaced and now chairs and tables are there providing a most wonderful continental atmosphere. The local Deli provides the most delicious locally sourced food and drinks. We have a wonderful dentist, who chats to us about the importance of dental hygiene a doctor's surgery which has a pop in to take your vital signs and discuss any problems you might be experiencing. The doctors are astounded how so few people are presenting with respiratory and cardiac problems which in the past was due to a pollution atmosphere.

Included in the hub is a post office which provides wifi and printing facilities. A grocers which organises cookery sessions using local produce and a hairdressing salon. They provide the most amazing massages. This is often required after a long days cycling!!

I visit the Hub on a daily basis. Even if I don't require anything I meet up with friends. There is always something going on. The common is now used for all sorts of exciting events. For example, last week a local resident, and friend, gave a poetry reading. We even have healthy living events. I learn so much. The Hub gives the opportunity for people who work from home to work in the Hub so feel less isolated. I can still practice my Pilates plus there are yoga, meditation and Thai Chi session. They are held in the fitness centre nearby. Its great fun and when the weather is good we practice on the common. So there is no need for me to take a bus as all I need is here on my door step.

Older people, people who live on their own in fact everyone find the Hub invaluable. Importantly, children contribute to the running of the Hub and give ideas of what they want from its facilities. Last week they gave a wonderful performance on the common which involved so many dance moves. They are so fit and full of energy.

The thing I notice most now is how few children have asthma and breathing related problems. Since the reduction of atmospheric pollution, it has had the knock-on effect of them taking more pride in what they eat and drink. They are often seen using the exercise equipment and instead of aspiring for the perfect body are now more interested in having a healthy body.



Do you remember how you used to say how you didn't feel plugged in to what was going on in Brighton? Well that is no longer. A local councillor often visits our Hub to discuss local events and any changes which are taking place. I feel much more confident and feel I am contributing to a common good.

I am so proud of Brighton for taking up the challenge of creating an atmospheric pollution free city. I know at times it has been difficult but now people can see it was worth it. We have all come together for a common goal and achieved it. The leadership from the council has been impressive. They informed us about the changes to be made and more importantly why the changes need to be made. Some people disagreed. Some people will always disagree. A number of people have some excellent alternative ideas which the council took on board and made the appropriate changes. But I would say generally most people once they understood the importance of a pollution free Brighton were some of the most passionate about implementing the changes. Nothing like a convert eh? They should be cherished. Through the amazing publicity about Brighton we seem to attract people who respect our need for a pollution free city.

Finally, I cannot tell you how the atmosphere has changed here in Brighton both atmospherically and the attitudes of its residents. Most people are positive healthy and more educated regarding the importance of continuing with the progress made to reduce atmospheric pollution. There is still so much to do but I can say that Brighton residents are up for the challenge.

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Dear [REDACTED],

I am writing to let you know what a great place Brighton is to live in. In the last 10 years we have made so many improvements to the city. We have achieved carbon neutral emissions and made the city a cleaner and far more pleasant place to live by creating community areas with virtually no traffic; easy movement around the city via a brilliant public transport system which joins up all options via hubs and is cost effective and easy to pay for via an integrated ticketing system. Visitors to the city love the trams from the northern park and ride to the seafront, and along the otherwise traffic-free seafront from east to west, and also from Brighton Station to the seafront.

As I was always a nervous cyclist, I have really benefited from the improved dedicated cycle pathways and am now cycling more regularly, which has the benefit of supporting my physical fitness. I can also easily use public transport to access most places I wish to visit; especially now I qualify for a free bus pass. My week now includes regular use of public transport and on the rare occasion we need a car we use the electric cars from the car club. They even have them based in the outer areas like here in peripheral Hangleton nowadays.

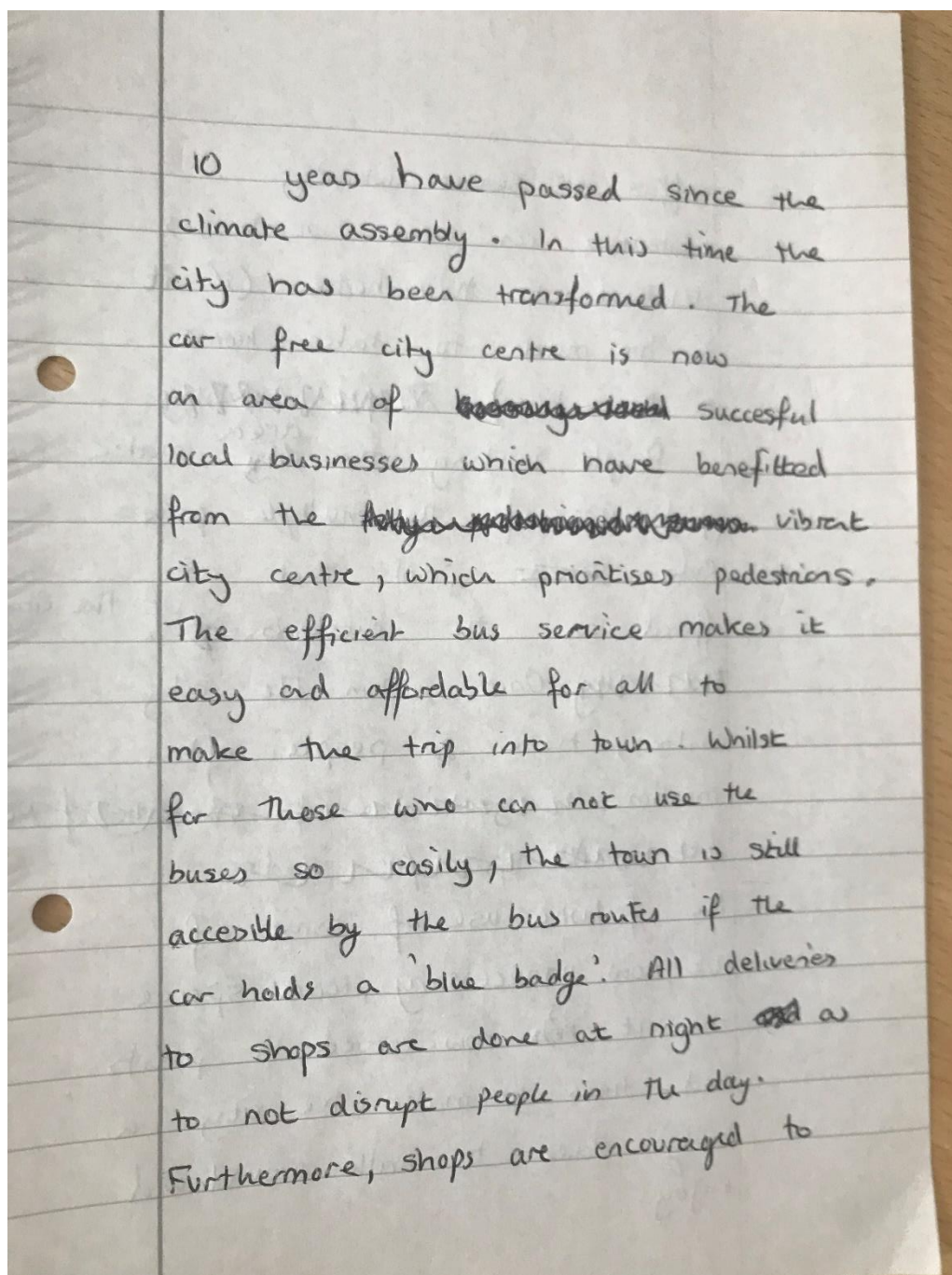
The benefits to the local community of Hangleton have been enormous with the local shopping area becoming a super community hub and with increased safety due to the mostly pedestrianised roads and on street facilities, it's a real pleasure to go to the local shops and takes ages because you always meet people to chat to, and can stop for a very pleasant coffee or lunch. Sainsbury's West Hove has closed down and the area has been re-designated as a park and ride/transport hub, serving the west of the city and with cycle paths linking into the citywide dedicated cycle network.

I am proud that Brighton and Hove has embraced so many strategies and been a shining light to others in the move to reduce emissions. I can see that many people who were anti-change have now realised there are so many unexpected benefits to the changes; and I am so pleased to see the end of the culture of massive, polluting and unnecessary cars being used as a fashion accessory – something I always took issue with!

The future is looking better and better.

With love,

Your older and wiser self xxx



I'm in 2030 driving my new 4x4, due to a network of micro nuclear fission plants, I enjoy virtually free energy to power my life. Cyclists have their own pathways and as we've re-joined the EU, I'm taking advantage of my newly acquired citizenship to go to France at 150mph hands-free.

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I want to see the majority of cars being electric, all public transport to be run from renewable energy. Cheap bus fares, just the price of a coffee for a day ticket, tickets that can be used across all transport, and cycle paths being separate with their own crossing and traffic lights and runs across Brighton and Hove.

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Because of the less congestion for traffic and e-bikes, I will go to the Downs for my exercise more and I will be a lot fitter. There will be dedicated cycle routes to make it safer to get up there.

Dear [REDACTED]

I am so pleased the Council decided to ban cars from the city centre and prioritise walking and cycling. I used to be anxious about walking and cycling after being knocked over by someone cycling on the pavement and sustaining a permanent shoulder injury and having too many close calls while cycling on the road. I cycle everywhere now, and I love it. I am fitter & healthier than I've been in a long time.

My favourite trip is to Churchill Square where I can sit surrounded by trees and watch the bees busily gathering nectar & pollen from all the lovely lavender bushes. The air is clean and there's a positive vibe everywhere. I often take peanuts for the squirrels. There's so much wildlife it's wonderful.

I did my fruit and veg shopping from the city centre food growing hubs. Local is best and these hubs would only have been possible in a car free centre. It's wonderful to see so many horse and carts doing deliveries. It was a genius idea to do this once a month. Who knew we'd return to this mode of transport? The children love it, as do those who remember the old Rag N Bone.

I am so proud of the council taking such a bold approach and setting an example to the rest of the country. The network of car free city centres is now spreading across Europe and there's even a few in the USA! Onward and upward.

Regards,

[REDACTED]

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Dear [REDACTED]

Brighton has changed so much in the 10 years since I took part in the climate assembly. I cycle to work every day in the spring and summer because they have made these amazing cycle lanes that I feel safe enough to ride on. In the winter, I now car share with colleagues of mine, luckily for me, we take my car as I brought an electric one that's really safe and gets me from A to B in just under 15 minutes. It's amazing. So many people have taken to getting public transport in the winter now as it's so much more affordable than it used to be.

Not only this but when I have friends and family visit Brighton now, there's a great Park & Ride near the football stadium that's easily accessible to Brighton if you're getting the train or bus as they are both seconds away from the park and ride. It keeps lots of different vehicles out the city and is just so much brighter and cleaner for everyone. It's amazing!

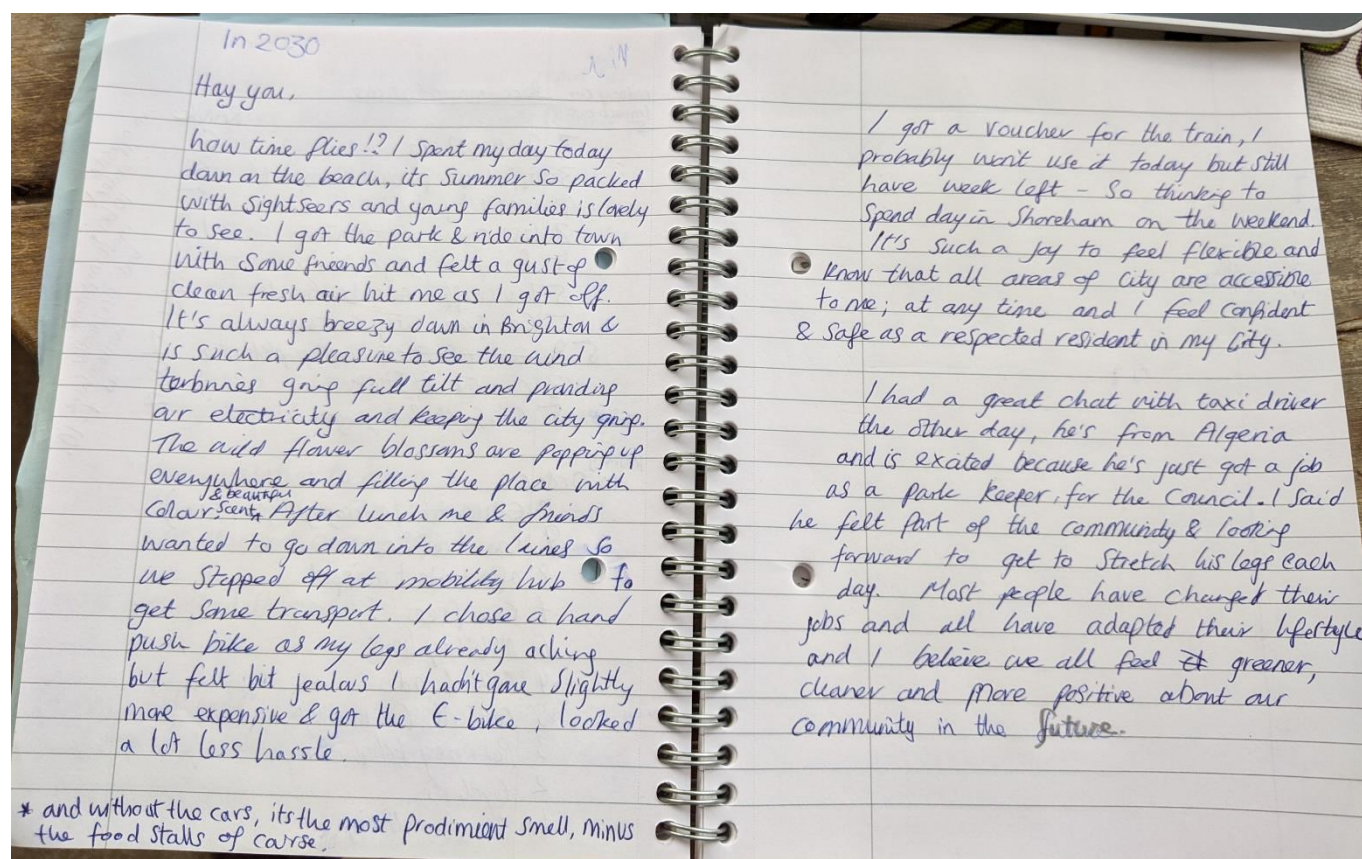
The council have also been brilliant at communicating and engaging us residents of Brighton and Hove. They have done many consultations with residents of Brighton and Hove with surveys, meetings and get-togethers on how we can improve Brighton and its transport network as a city taking everyone's views into account! It's finally starting to become a cleaner, safer and accessible city for all who access it. I wouldn't want to live anywhere else.

Take care and keep looking after yourself and your city!

All the best

[REDACTED]

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Today's Brighton is far from what it was. Do you remember that climate assembly at the beginning? Now Brighton is full of nature and life, the air is clear and there is clean travel. There were no cars in the city from 2026 and we have a hybrid shuttle bus from the park and ride to the centre. All the electricity is sourced from the wind farms off the coast by 2024 and they are introducing hybrid buses from the government. Hybrid buses starting to greener future. We are still a way off being neutral carbon but we are going to be successful.



# 11 Ipsos MORI's standards and accreditations

Ipsos MORI's standards and accreditations provide our clients with the peace of mind that they can always depend on us to deliver reliable, sustainable findings. Our focus on quality and continuous improvement means we have embedded a 'right first time' approach throughout our organisation.



## ISO 20252

This is the international market research specific standard that supersedes BS 7911/MRQSA and incorporates IQCS (Interviewer Quality Control Scheme). It covers the five stages of a Market Research project. Ipsos MORI was the first company in the world to gain this accreditation.



## ISO 27001

This is the international standard for information security designed to ensure the selection of adequate and proportionate security controls. Ipsos MORI was the first research company in the UK to be awarded this in August 2008.



## ISO 9001

This is the international general company standard with a focus on continual improvement through quality management systems. In 1994, we became one of the early adopters of the ISO 9001 business standard.



## Market Research Society (MRS) Company Partnership

By being an MRS Company Partner, Ipsos MORI endorses and supports the core MRS brand values of professionalism, research excellence and business effectiveness, and commits to comply with the MRS Code of Conduct throughout the organisation.

## Data Protection Act 2018

Ipsos MORI is required to comply with the Data Protection Act 2018. It covers the processing of personal data and the protection of privacy.

# For more information

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<http://twitter.com/IpsosMORI>

## About Ipsos MORI Public Affairs

Ipsos MORI Public Affairs works closely with national governments, local public services and the not-for-profit sector. Its c.200 research staff focus on public service and policy issues. Each has expertise in a particular part of the public sector, ensuring we have a detailed understanding of specific sectors and policy challenges. Combined with our methods and communications expertise, this helps ensure that our research makes a difference for decision makers and communities.

Ipsos MORI



## **The Youth Climate Assembly – background**

From the end of September until the beginning of December 2020, we held 5 x 1.5 hour sessions over Zoom with a total of 24 different young people, aged between 12 – 25. They all came from various schools, colleges and Universities in Brighton & Hove. There was a pretty equal mix of male and female participants, along with some who were BAME, SEND and LGBTQ. One of the members from the group, who also sits on the Youth Council, presented a young person's perspective to the main Climate Assembly in the first meeting.

We were also joined by some adult guests at the meetings, who were experts or had a particular interest in environmental issues, especially Transport and the Council's pledge to become carbon neutral by 2030 – which was the main overarching theme of the group, in keeping with what the main Climate Assembly were discussing also. These adults included Councillors, members of the BHCC Transport Team, Teachers, the Head of B&H Bus Company, Green Community groups and Sussex Wildlife Trust. They observed and helped to inform or edify the discussions with young people when needed, by answering questions or sharing knowledge and experience in their respective fields. We also shared videos from other experts - some local, some from other areas in the country – that were also shown to the main Climate Assembly, to help stimulate discussions on the themes presented.

## **Brief overview of outcomes from the Youth Climate Assembly**

### **Ambassador project:**

- Having one representative per school from the Youth Assembly talking about the Youth assembly to their classmates and organizing similar Youth citizen assemblies in schools

### **Buses:**

- Improving affordability. Although the council can't subsidise the bus company at the moment, there is a need to put pressure on the bus company to reduce fares.
- Think of incentives to do so such as reducing congestion to improve the number of people taking the bus and therefore increasing profit which can be reinvested into making fares more affordable.
- Making them greener: quotas per year so that eventually by 2030 all buses are working on renewable energy. These numbers should be publicly available so that the Brighton and Hove residents are aware of the targets to be met in order to make sure that the council is abiding by the targets they have set

- Affordability should be prioritized over greener buses to stop people using cars
- Improving bus routes to parts of Brighton that aren't well connected. This is essential for people with limited mobility who are often forced to take taxis to get into town for shopping for example
- Make buses safe during COVID. Number of car users has gone up compared to last lockdown. Improve awareness about the fact that there is hand-gel and windows remain open
- Give more information about how much a car costs to have in terms of petrol, tax, insurance, parking. Campaigns in schools to learn about the cost of driving. It could be included into science classes in an interactive way for potential drivers to learn the environmental and monetary costs of driving.
- On top of cost of the car, there is the issue of the practicality of buses.
- Implementing mobility hubs to improve the routes to work
- Need to reduce congestion to improve efficiency of buses. Rethinking the timetables of buses so that at certain hours there aren't too many buses going to the same stops such as in Lewes road garage and Churchill square.
- Implementing more bus lanes to reduce congestion

#### Workplace Parking Levy:

- Charging for car usage might discourage people using the car but how do you make the difference between those who should be charged for it because they can afford to pay a tax and those who would severely be impacted by an extra tax on car use.
- this should mainly apply to bigger businesses who employ over a certain amount of employees and make a certain profit
- Workplace could provide electric bikes for their employees instead of having to pay parking slots
- Workplaces in Brighton could ask their employees to fill in surveys about what mode of transport they use
- There must be alternatives to car usage before taking pay off the employees because some of them will have no other option but to take the car because they live far away

#### Social Justice:

- we need to compensate taxi and Uber drivers for loss of income if cars get taxed.
- need to help with the transition to green jobs to make sure that those who work in sectors that use cars don't lose out. Work with Mp's.
- introducing E-Cargo bikes, encouraging and subsidizing them, for deliveries/ taxi service. Can be used for small jobs to reduce traffic on roads (Zedify)



- Important to work with migrant and BAME community groups to find out needs regarding transport in Brighton

### Cycling:

#### Things to improve and what is stopping people from taking bikes:

- Storage at home and at the destination was an issue, because of theft. In addition, difficulty in finding the correct routes and lack of cycle lanes was also a problem.
- Safety is listed as something that stops people using bikes
- Expense of a bicycle (especially for international students that won't be able to bring the bike home after their studies. A lot to invest in a bike for short amount of time
- Dutch company, called Swapfiets, which provides maintenance/service support for bikes they sold
- Storage problems on campus
- Bike lanes need to be able to accommodate cargo bikes and tricycles



## An Open Letter to the Members of the Brighton & Hove Climate Assembly

11 January 2021

Dear Assembly Members,

In recognition of the scientific advice and the significant challenges we face as a city, all councillors in Brighton & Hove declared a Climate and Biodiversity Emergency in December 2018. To respond to the magnitude of the crisis, the city council has also jointly pledged to enact work to become a carbon neutral city by 2030.

Our shared intention is to work with residents, not least because tackling climate change is a city-wide challenge. In addition to the city council, there are actions that will need to be taken by a variety of different organisations. We know too that there is great appetite in the city for action that will reduce emissions, protect natural environments and crucially, at a time of Covid-19, improve air quality and our health and wellbeing. We also recognise that action is required beyond our city, as combating climate change needs system-wide change that involves stakeholders across all sectors, across the country and the wider world.

Collective action such as this also means bringing people together to understand the range of perspectives and thoughts on the challenges we face. We would like to thank you all, the 50 members of the Brighton & Hove Climate Assembly, who have contributed their time, passion and ideas in responding to the important question 'How can we step up actions to reduce transport related carbon emissions in the city?' The Citizens' Assembly was a new engagement approach for our city and we want to thank you for the important role that you played in this initiative. The design and delivery of the assembly was led by Ipsos MORI, but also supported by an Advisory Board of academics, specialists and activists, as well as councillors and council officers. Each group provided necessary input and scrutiny. The city council's carbon neutral programme is overseen by a cross-party councillor working group, and we will continue to work with organisations across the city to rise to the challenge.

We are delighted that despite the grave pressures of the Covid-19 pandemic, the Climate Assembly was able to meet via an on-line format. We are informed that our Assembly is thought to be the first nationally to be delivered wholly online and we thank you for engaging in this way. We were keen to ensure that the Assembly was broadly representative in terms of reflecting the demographics of the city population and involved residents from across the city. Independent experts, the Sortition Foundation, were responsible for selection and a range of selection criteria were applied: gender, age, ethnicity, long-term illness or disability, occupation, car ownership, and area of the city. We thank you all for your input.

We are pleased now to receive and publish the report. The Findings Report provides valuable feedback for the city council and others, including the 10 key recommendations made by assembly members along with caveats and conditions. Each of the recommendations you have made will be considered and explored further so they can be considered by council committees. In addition, there

is feedback throughout the report, providing context on the key recommendations and additional suggestions for consideration. We wanted to let you know that your feedback is important, and we will consider it carefully when developing key plans and strategies relating to transport and carbon reduction.

We also wanted to feedback to Assembly Members that we have already started using the Assembly findings in the development of the city council's 2030 Carbon Neutral Plan, which will be taken through the democratic decision-making process for approval in March 2021. In addition to this, work is already underway to deliver on the council's carbon 2030 pledge and has been for some time. The assembly findings will assist this.

We will use the Assembly findings in developing the new Local Transport Plan for the city and the Local Cycling and Walking Infrastructure Plan, which will be taken through the democratic decision-making process for approval later this year. Work on this is already happening. In addition, the Assembly findings will be used to inform the development of transport initiatives. In line with recommendations, this includes progress on the Liveable City Centre and Ultra Low Emission Zone schemes. As you can see, we are focusing on a Liveable City Centre – rather than a 'car free city centre,' in line with advice from the Climate Assembly to focus messaging on what is gained, rather than what is lost. It is these insights and many more from the assembly report that will prove really useful, and for a long time to come.

We wanted to take this opportunity to encourage you to continue contributing to the city conversation on climate action and share the link for 'Let's Talk Climate' the city's on-line space: <https://climateconversationsbrighton.uk.engagementhq.com>. Initially, in line with the Climate Assembly the conversation focussed on travel and transport, and now it will cover other thematic areas such as informing the development of a new City Downland Estate Plan, including exploring how we can use this land to help tackle the climate and biodiversity emergencies and reduce carbon emissions.

With the United Nations COP26 summit on climate change happening in November in Glasgow, and given that we now have less nine years to play our part to bring down toxic emissions, you have helped us put our best foot forward. So once again, we would like to thank you, sincerely, for the active role you have taken in helping shape our city's response to climate change – your contribution is deeply valued and will help shape city council plans and initiatives over the coming months and years. We would also welcome your future and continued engagement.

Yours faithfully

On behalf of the Carbon Neutral Member Working Group  
Brighton & Hove City Council:

Cllr Phélim Mac Cafferty  
Leader of the Council  
(Green)

Cllr Nancy Platts  
(Labour)

Cllr Samer Bagaeen  
(Conservative)

**BRIGHTON & HOVE CITY COUNCIL**  
**POLICY & RESOURCES COMMITTEE**

**4.00pm 21 JANUARY 2021**

**VIRTUAL**

**MINUTES**

**Present:** Councillor Mac Cafferty (Chair) Druitt (Joint Deputy Chair), Gibson (Joint Deputy Chair), Platts (Opposition Spokesperson), Bell (Group Spokesperson), Allcock, Clare, Miller, Yates and Appich

**Also present:** Dr Sasidharan, Standing Invitee

**PART ONE**

**125 BRIGHTON & HOVE CLIMATE ASSEMBLY**

- 125.1 The Committee considered the report of the Executive Director Economy, Environment & Culture which formally welcomed the final report on the Brighton and Hove Climate Assembly and the interim report of the Youth Climate Assembly, noted the findings, noted the initial city council response and requested that officers consider the findings in the development of the Carbon Neutral Plan, fifth Local Transport Plan and the Local Cycling and Walking Infrastructure Plan.
- 125.2 Councillor Platts welcomed the report and was proud of what had already been achieved and that the Council had been able to deliver the Climate Assembly on-line. It was important to raise awareness of the relevant issues, and consideration should be given to how that could be done particularly for those who did not access to the internet such as information being available in libraries. She thanked all officers involved and members of the cross-party working group.
- 125.3 Councillor Gibson welcomed the report and that all parties were working together. He said that it was important to accept this was now an emergency and to respond accordingly. He said that there many active groups in the city and it was important to include them and harness their enthusiasm in work being undertaken to have a carbon neutral city by 2030. He noted the funding which would be available next year and suggested that the Council build up reserves for future expenditure.
- 125.4 Councillor Miller welcomed the report and noted that this country was the first to commit to being carbon neutral by 2050 and he wanted the City to be the greenest Council. He said that it was important to ensure the recommendations were pushed forward and to continue the consultation with the Climate Assembly.

- 125.5 Councillor Clare thanked the Youth Council for their involvement and said how important it was to consult with young people in the City and looked forward to receiving the final report from the Youth Climate Assembly.
- 125.6 Councillor Bell said he welcomed the report and the work being undertaken and that it was in the interest of everyone to work together and to start addressing the issues now.
- 125.7 Councillor Druitt said that there was a climate emergency, and this was opportunity to improve things, and it was important that if the report was agreed that the actions were implemented.
- 125.8 The Chair thanked everyone who was involved and for the huge amount of work which was being done and gave his commitment to look at the recommendations as part of the Council's future plans.
- 125.9 Councillor Platt requested that the report be referred for information to the next meeting of Full Council.

**125.10 RESOLVED:** That the Committee –

- (i) Welcomed the final report of the Brighton & Hove Climate Assembly (Findings Report attached in Appendix 1) and the interim report of the Youth Climate Assembly (attached in Appendix 2);
- (ii) Noted the findings of the Brighton & Hove Climate Assembly, including the Assembly's 10 key recommendations that are set out on page 4 of the Climate Assembly report at Appendix 1, and notes the interim findings of the Youth Climate Assembly at Appendix 2;
- (iii) Noted the initial response of the city council as set out in Appendix 3;
- (iv) Requested that officers consider the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly in the development of the 2030 Carbon Neutral Plan.

**NOTICE OF MOTION  
LABOUR GROUP & GREEN GROUP**

**EVICCTIONS**

The Council notes and welcomes the campaigns by the Citizens' Advice Bureau, Acorn and Shelter which call upon landlords not to evict tenants for the duration of the pandemic, and calls for;

- 1) Officers to actively contact landlords, letting agencies and housing providers to request that they;
  - do not evict tenants for the duration of the pandemic;
  - work with the council, tenants' unions and representatives to find alternative solutions to eviction;
  - desist from discriminatory practices that act as barriers to benefit claimants such as 'no DSS' policies, requiring 6-months rent in advance, homeowner guarantors and prohibitive terms and conditions;
- 2) The Council further asks the Chief Executive to write to the Secretary of State for Housing, Communities and Local Government urging;
  - 1) The ban on evictions be extended for at least 6 months;
  - 2) The exemption to this ban which allows for eviction due to rent debt accrued during the past 6 months be removed;
  - 3) The introduction of a grant to help with Covid-related rent debt;
  - 4) The introduction of enforcement measures to prevent unlawful discrimination against benefit claimants by landlords and letting agents.

Proposed by: Cllr Williams

Seconded by: Cllr Osborne

**Supporting information:**

Shelter:

[https://england.shelter.org.uk/\\_data/assets/pdf\\_file/0009/1581687/Stop\\_DSS\\_Discrimination\\_-\\_Ending\\_prejudice\\_against\\_renters\\_on\\_housing\\_benefit.pdf](https://england.shelter.org.uk/_data/assets/pdf_file/0009/1581687/Stop_DSS_Discrimination_-_Ending_prejudice_against_renters_on_housing_benefit.pdf)

[https://england.shelter.org.uk/support\\_us/campaigns/dss](https://england.shelter.org.uk/support_us/campaigns/dss)

Citizens' Advice Bureau – 'Increasing security for renters in Brighton & Hove':

<https://drive.google.com/file/d/1nPnQTSYJhwro8H41iSdQvLMIOIjvtjOM/view?fbclid=IwAR1UwdbfwQKOIjPlPtK3e7WkArosFiSVIFZ2Scvtts5rpl8ZpjHFINZAbuU>





**CONSERVATIVE GROUP AMENDMENT****EVICCTIONS**

That the motion be amended to insert the text as shown in ***bold italics***.

The Council notes and welcomes the campaigns by the Citizens' Advice Bureau, Acorn and Shelter which call upon landlords not to evict tenants for the duration of the pandemic, and calls for;

- 1) Officers to actively contact landlords, letting agencies and housing providers to request that they;
  - do not evict tenants for the duration of the pandemic;
  - work with the council, tenants' unions and representatives to find alternative solutions to eviction;
  - desist from discriminatory practices that act as barriers to benefit claimants such as 'no DSS' policies, requiring 6-months rent in advance, homeowner guarantors and prohibitive terms and conditions;
- 2) The Council further asks the Chief Executive to write to ~~the Secretary of State for Housing, Communities and Local Government~~ ***Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP urging them to raise the following matters when the Renter's Reform Bill is debated in the House of Commons;***
  - 1) The ban on evictions be extended for at least 6 months;
  - 2) The exemption to this ban which allows for eviction due to rent debt accrued during the past 6 months be removed;
  - 3) The introduction of a grant to help with Covid-related rent debt;
  - 4) The introduction of enforcement measures to prevent unlawful discrimination against benefit claimants by landlords and letting agents.

***3) Ask Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP confirm that they will be voting for the Renters' Reform Bill, which will enhance renters' security and improve protections for short-term tenants by abolishing 'no-fault' evictions.***

Proposed by: Cllr Mears

Seconded by: Cllr Barnett

**Motion if carried to read:**

The Council notes and welcomes the campaigns by the Citizens' Advice Bureau, Acorn and Shelter which call upon landlords not to evict tenants for the duration of the pandemic, and calls for;

- 1) Officers to actively contact landlords, letting agencies and housing providers to request that they;
  - do not evict tenants for the duration of the pandemic;
  - work with the council, tenants' unions and representatives to find alternative solutions to eviction;
  - desist from discriminatory practices that act as barriers to benefit claimants such as 'no DSS' policies, requiring 6-months rent in advance, homeowner guarantors and prohibitive terms and conditions;
- 2) The Council further asks the Chief Executive to write to Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP urging them to raise the following matters when the Renter's Reform Bill is debated in the House of Commons;
  - 1) The ban on evictions be extended for at least 6 months;
  - 2) The exemption to this ban which allows for eviction due to rent debt accrued during the past 6 months be removed;
  - 3) The introduction of a grant to help with Covid-related rent debt;
  - 4) The introduction of enforcement measures to prevent unlawful discrimination against benefit claimants by landlords and letting agents.
- 3) Ask Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP confirm that they will be voting for the Renters' Reform Bill, which will enhance renters' security and improve protections for short-term tenants by abolishing 'no-fault' evictions.

**CONSERVATIVE GROUP AMENDMENT****SAVE THE UNION LEARNING FUND**

That the motion be amended to insert the text as shown in ***bold italics***.

This Council notes with concern the letter received by the TUC in October from the Department for Education, outlining Ministers' decision to end the Union Learning Fund (ULF) from March 2021, and;

This Council recognises the excellent results that have been achieved by the Union Learning Fund;

- 68% of learners with no previous qualifications gained a qualification;
- 68% of employers say unions are particularly effective at inspiring reluctant learners to engage in training and development;
- 70% of learners would not have taken part in learning without union support;
- Every £1 invested in the Union Learning Fund generated a total economic return of £12.24;

This Council further requests the Chief Executive to write to the ~~Secretary of State for Education, outlining this Council's support for the work of the Union Learning Fund~~ ***Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP urging them to raise this issue in Education Questions in the House of Commons and through Written Questions and report back to us.***

- ~~The Government to continue investing in the Union Learning Fund.~~

Proposed by: Cllr Brown

Seconded by: Cllr McNair

**Motion if carried to read:**

This Council notes with concern the letter received by the TUC in October from the Department for Education, outlining Ministers' decision to end the Union Learning Fund (ULF) from March 2021, and;

This Council recognises the excellent results that have been achieved by the Union Learning Fund;

- 68% of learners with no previous qualifications gained a qualification;
- 68% of employers say unions are particularly effective at inspiring reluctant learners to engage in training and development;
- 70% of learners would not have taken part in learning without union support;
- Every £1 invested in the Union Learning Fund generated a total economic return of £12.24;

This Council further requests the Chief Executive to write to the Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP urging them to raise this issue in Education Questions in the House of Commons and through Written Questions and report back to us.

**LABOUR GROUP AMENDMENT****BONE MARROW, STEM CELL AND ORGAN DONATION**

That the motion be amended to insert the text and add a new point 4 as shown in ***bold italics*** and to delete the text as struck through as shown below.

This Council:

1. Requests officers to take the necessary steps to allow staff to take time off work for bone marrow, stem cell or organ donation without having to use annual leave;
2. Commends the huge personal sacrifices that residents undergo to save the lives of others and sets out to assist in promoting that endeavour; ~~and~~
3. Requests officers to put in place a communication campaign to all staff and residents of the city encouraging them to become ***blood donors and bone marrow/stem cell donors*** through the ***British Bone Marrow Registry (part of the NHS Blood & Transplant service) or the leading charities in the field*** - Anthony Nolan ~~Charity~~ and ***DKMS Foundation; and blood donors.***
4. ***To target this communication campaign particularly at staff and residents who are under 40, and those of all Black, Asian and Minority Ethnic backgrounds, since these groups are most needed on the registries.***

Proposed by: Cllr Evans

Seconded by: Cllr Williams

**Motion to read if carried:**

This Council:

- Requests officers to take the necessary steps to allow staff to take time off work for bone marrow, stem cell or organ donation without having to use annual leave;
- Commends the huge personal sacrifices that residents undergo to save the lives of others and sets out to assist in promoting that endeavour;
- Requests officers to put in place a communication campaign to all staff and residents of the city encouraging them to become blood donors and bone marrow/stem cell donors through the British Bone Marrow Registry (part of the NHS Blood & Transplant service) or the leading charities in the field - Anthony Nolan and DKMS Foundation; and
- To target this communication campaign particularly at staff and residents who are under 40, and those of all Black, Asian and Minority Ethnic backgrounds, since these groups are most needed on the registries.



**INDEPENDENT MEMBER AMENDMENT****COP26 AND WELLBEING OF FUTURE GENERATIONS**

That the motion be amended to insert the text as shown in ***bold italics***.

Council notes that this year the UK is hosting COP26, a key forum focusing on climate change and actions that will affect the wellbeing of future generations. Council also notes the progress of the Wellbeing of Future Generations Bill, following the adoption of a similar Bill in Wales, that confers a statutory duty on councils in Wales to consider how decisions will impact upon wellbeing now and into the future.

Council therefore resolves to:

- express its support for a Wellbeing For Future Generations Act and associated impact locally, that would require public bodies to consider how decisions made now affect future needs, and tackle persistent problems such as poverty, health inequalities and climate change;
- further to the government's 10 point Environment Plan, to ask the Chief Executive to write to government to request that local councils are given the funding and powers needed to take action on the wellbeing of future generations, by implementing climate and ecological emergency action by 2030, further to the meeting of COP 26 in the UK this year.

And further, calls on Policy & Resources Committee to address the wellbeing of future generations in our city, through:

- Agreeing to commission a report to review options for how council can ensure, through cross-party and city-wide collaboration, that the impact of decisions on future generations are adequately understood, risk assessed and analysed;
- That as part of this work, councillors agree to review, through the annual KPI report and other processes, a yearly appraisal of long-term economic, social, environmental and cultural trends, and to use these trends to publish additional 'future generations' impact assessments' in council reports for decision.
- ***Commissioning Environmental Impact Assessments for all agreed and future changes to the city's trunk roads including Valley Gardens 3, Madeira Drive, Dukes Mound, Old Shoreham Road and the A259.***

Proposed by: Cllr Fishleigh

Seconded by: Cllr Janio

**Motion if carried to read:**

Council notes that this year the UK is hosting COP26, a key forum focusing on climate change and actions that will affect the wellbeing of future generations. Council also notes the progress of the Wellbeing of Future Generations Bill, following the adoption of a similar Bill in Wales, that confers a statutory duty on councils in Wales to consider how decisions will impact upon wellbeing now and into the future

Council therefore resolves to:

- express its support for a Wellbeing For Future Generations Act and associated impact locally, that would require public bodies to consider how decisions made now affect future needs, and tackle persistent problems such as poverty, health inequalities and climate change;
- further to the government's 10 point Environment Plan, to ask the Chief Executive to write to government to request that local councils are given the funding and powers needed to take action on the wellbeing of future generations, by implementing climate and ecological emergency action by 2030, further to the meeting of COP 26 in the UK this year. And further, calls on Policy & Resources Committee to address the wellbeing of future generations in our city, through:

And further, calls on Policy & Resources Committee to address the wellbeing of future generations in our city, through:

- Agreeing to commission a report to review options for how council can ensure, through cross-party and city-wide collaboration, that the impact of decisions on future generations are adequately understood, risk assessed and analysed;
- That as part of this work, councillors agree to review, through the annual KPI report and other processes, a yearly appraisal of long-term economic, social, environmental and cultural trends, and to use these trends to publish additional 'future generations' impact assessments' in council reports for decision.
- Commissioning Environmental Impact Assessments for all agreed and future changes to the city's trunk roads including Valley Gardens 3, Madeira Drive, Dukes Mound, Old Shoreham Road and the A259.



**CONSERVATIVE GROUP AMENDMENT****SUPPORT FOR EXCLUDED UK AND THOSE EXCLUDED FROM COVID  
SUPPORT SCHEMES IN THE CITY**

That the motion be amended to insert the text as shown in ***bold italics***.

This council notes that three million people across the UK have missed out on Government financial support schemes set up in the pandemic ('the excluded') due to technicalities such as:

- recently changing job;
- being a director of a limited company;
- earning less than half their income through self-employment;

Council notes that campaigns such as ExcludedUK have asked that the Government close the gaps in its financial support schemes, and explore options to retroactively compensate people and businesses that were ineligible for the Government's financial support.

Council therefore resolves to:

- ***Ask Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP to support the 'Excluded UK' campaign and its efforts to support 'the excluded';***
- ask ~~all councillors~~ ***Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP*** to sign ExcludedUK's open letter to the Chancellor that calls for such consideration; calling on the government to address the disparities in support, to ensure that all can receive support they need at this time;
- seek the support of councillors in promoting support available from organisations focused on financial inclusion and support in the city, including by:
- Requesting that Policy and Resources Committee consider what additional practical steps the Council can offer to offer support and advice wherever possible to those affected;
- Continuing to promote the council's community hub that can assist with such matters as help with bills and mental health.

Proposed by: Cllr Theobald

Seconded by: Cllr Barnett

**Motion if carried to read:**

This council notes that three million people across the UK have missed out on Government financial support schemes set up in the pandemic ('the excluded') due to technicalities such as:

- recently changing job;
- being a director of a limited company;
- earning less than half their income through self-employment;

Council notes that campaigns such as ExcludedUK have asked that the Government close the gaps in its financial support schemes, and explore options to retroactively compensate people and businesses that were ineligible for the Government's financial support.

Council therefore resolves to:

- Ask Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP to support the 'Excluded UK' campaign and its efforts to support 'the excluded';
- Ask Peter Kyle MP, Lloyd Russell-Moyle MP and Caroline Lucas MP to sign ExcludedUK's open letter to the Chancellor that calls for such consideration; calling on the government to address the disparities in support, to ensure that all can receive support they need at this time;
- seek the support of councillors in promoting support available from organisations focused on financial inclusion and support in the city, including by:
- Requesting that Policy and Resources Committee consider what additional practical steps the Council can offer to offer support and advice wherever possible to those affected;
- Continuing to promote the council's community hub that can assist with such matters as help with bills and mental health.

<b>Council</b>	<b>Agenda Items 104 - 107</b>
28 January 2021	Brighton & Hove City Council

## **CONFIRMATORY VOTING FOR ITEMS 75 TO 78 FROM THE DECEMBER 2020 COUNCIL MEETING**

At the Council meeting that took place on 17 December, the webcast was interrupted half way through the proceedings when the item 75 (No cut to universal credit) was being discussed. The Council was not aware of this and continued the debate and voting. When the issue was identified, the meeting was adjourned.

The business that was not discussed was disposed of at the special meeting held on Friday 22<sup>nd</sup> January.

Because the votes on 4 notices of motion were held when the webcast was not working, there is a need to have the decisions taken confirmed through a vote that complies with the access to meetings rules as they apply to virtual meetings.

It is therefore proposed to suspend standing orders and ask Members to do one confirmatory vote. Members will be asked:

1. To suspend standing orders to enable a votes to be taken regarding the outstanding items using the special procedure set out in the next paragraphs.
2. The Notices of Motion and amendments, as listed in the paper, will be taken as having been moved and seconded by the persons mentioned in the minutes.
3. Members Will be asked to confirm whether they wish to confirm the votes as indicated in the minutes or change any votes
4. The Mayor will announce the result of the confirmatory vote.

**Members are asked to check that the record in the minutes (shown in grey boxes) reflects how they would like to vote.**

### **75 NO CUTS TO UNIVERSAL CREDIT - LET FAMILIES KEEP THE £20 INCREASE**

#### **NOTICE OF MOTION**

#### **NO CUTS TO UNIVERSAL CREDIT – LET FAMILIES KEEP THE £20 INCREASE**

This Council resolves to:

- Request the Chief Executive to write to the Chancellor and the Prime Minister, imploring the Government to take necessary steps to ensure that the £20 increase to Universal Credit is made permanent and extended to claimants on legacy benefits; and
- To request that the Chief Executive and officers work with other local government organisations, such as the LGA to form a coalition to pressure the government to make the £20 increase to Universal Credit permanent.

**Moved by Cllr Brennan      Seconded by Cllr Knight**

Supporting Information:

- Next April the Government plan to cut the benefit level for millions of claimants by ending of the time limited increase to the basic rate of Universal Credit (and the tax credit equivalent) announced by the Chancellor on 20th March as part of his pandemic response package.
- The £20 a week boost reflected the reality that the level of benefits were not adequate to protect the swiftly increasing number of households relying on them as the crisis hit. Exactly because that increase was a very significant and welcome move to bolster low- and middle-income families living standards, its removal will be a huge loss.
- Pressing ahead would see the level of unemployment support fall to its lowest real-terms level since 1990-91, and it's lowest ever relative to average earnings. Indeed, the basic level of out-of-work support prior to the March boost was – at £73 a week (£3,800 a year) – less than half the absolute poverty line.
- The increase in benefits have had a positive effect on the lives of thousands of local claimants who are better able to pay for life's essentials such as food, clothing and utilities.
- The local economy has also benefited from the increase in benefit levels as claimants spend their money locally thereby supporting local businesses and jobs.

75.1 The Notice of Motion as listed on the agenda was proposed by Councillor Brennan as an Independent Member and formally seconded by Councillor Knight who reserved her right to speak later in the debate.

75.2 Councillors Fishleigh, Gibson, Evans, Nemeth and Knight spoke on the motion and Councillor Brennan thanked those for their supportive comments.

75.3 The Mayor then put the motion as listed to the vote:

This Council resolves to:

- Request the Chief Executive to write to the Chancellor and the Prime Minister, imploring the Government to take necessary steps to ensure that the £20 increase to Universal Credit is made permanent and extended to claimants on legacy benefits; and
- To request that the Chief Executive and officers work with other local government

organisations, such as the LGA to form a coalition to pressure the government to make the £20 increase to Universal Credit permanent.

75.4 The Mayor called on each of the Group Leaders to confirm their position as well as the Groups in turn and each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion and this was confirmed by the Members of the Green Group;

Councillor Platts stated that the Labour Group were in favour of the motion and this was confirmed by the Members of the Labour Group;

Councillor Bell stated that the Conservative Group wished to abstain from voting on the motion and this was confirmed by the Members of the Conservative Group;

Councillor Brennan confirmed that she was voting for of the motion;

Councillor Fishleigh confirmed that she wished to abstain from voting on the motion;

Councillor Janio confirmed that he was voting against the motion;

Councillor Knight confirmed that she was voting for the motion.

75.5 The Mayor confirmed that the motion had been carried.

## **76 ACTION TO REDUCE THE IMPACT OF FIREWORKS**

### **NOTICE OF MOTION ACTION TO REDUCE THE IMPACT OF FIREWORKS**

The Council notes and welcomes the RSPCA campaign which calls for action to reduce the impact of fireworks on animals and vulnerable people, and;

The Council calls for;

- 1) organisers of all public firework displays within Brighton & Hove advertise them in advance of the event, allowing residents to take precautions for their animals and vulnerable people;
- 2) 2) officers to actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks; and
- 3) to encourage local suppliers of fireworks to stock ‘quieter’ fireworks for public display;

The Council further asks the Chief Executive to write to the Government urging;

- 1) the introduction of legislation to limit the maximum noise level of fireworks to 90 decibels for those sold to the public for private displays; and
- 2) The Council also asks that any Government response is shared at a future Council meeting.

## **Moved by Cllr Fowler Seconded by Cllr Childs**

Supporting Information:

Fireworks are used by people throughout the year to mark different events.

Whilst they can bring much enjoyment to some people, they can cause significant problems and fear for other people and animals.

Vulnerable people can become confused and disorientated by the noise.

They can be a source of fear and distress for many animals (including pets, farm livestock and wildlife).

Animals affected not only suffer psychological distress but can also cause themselves injuries, sometimes very serious ones, as they attempt to run away or hide from the noise.

<https://aaf1a18515da0e792f78-c27fdabe952dfc357fe25ebf5c8897ee.ssl.cf5.rackcdn.com/143/Motion+for+councils+on+fireworks+England+301019.pdf?v=1572433962000>

- 76.1 The Notice of Motion as listed on the agenda was proposed by Councillor Fowler on behalf of the Labour Group and formally seconded by Councillor Grimshaw.
- 76.2 Councillors Hugh-Jones, McNair, Janio and Peltzer Dunn spoke on the motion and Councillor Fowler thanked those for their supportive comments.
- 76.3 The Mayor then put the motion as listed to the vote:

The Council notes and welcomes the RSPCA campaign which calls for action to reduce the impact of fireworks on animals and vulnerable people, and;

The Council calls for;

- 1) organisers of all public firework displays within Brighton & Hove advertise them in advance of the event, allowing residents to take precautions for their animals and vulnerable people;
- 2) officers to actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks; and
- 3) to encourage local suppliers of fireworks to stock ‘quieter’ fireworks for public display;

The Council further asks the Chief Executive to write to the Government urging;

- 1) the introduction of legislation to limit the maximum noise level of fireworks to 90 decibels for those sold to the public for private displays; and

- 2) The Council also asks that any Government response is shared at a future Council meeting.

76.4 The Mayor called on each of the Group Leaders to confirm their position as well as the Groups in turn and each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion and this was confirmed by the Members of the Green Group;

Councillor Platts stated that the Labour Group were in favour of the motion and this was confirmed by the Members of the Labour Group;

Councillor Bell stated that the Conservative Group were in favour of the motion and this was confirmed by the Members of the Conservative Group;

Councillor Brennan confirmed that she was voting for of the motion;

Councillor Fishleigh was not present for the vote;

Councillor Janio confirmed that he was voting for the motion;

Councillor Knight confirmed that she was voting for the motion.

The Mayor confirmed that the motion had been carried

## **77 SUPPORT UNITED NATIONS TPNW: ICAN CITIES APPEAL**

### **NOTICE OF MOTION SUPPORT UNITED NATIONS TPNW: ICAN CITIES APPEAL**

This Council notes;

- 1) That any nuclear weapon detonation by accident or intent would constitute a major humanitarian catastrophe, with consequences transcending national borders and having grave implications for the health and survival of current and future generations;
- 2) That the Treaty on the Prohibition of Nuclear Weapons negotiated under United Nations auspices and adopted by 122 UN Member States on 7 July 2017, will gain international legal force on January 22nd 2021, 90 days after being signed and ratified by the first fifty governments;
- 3) The important security, peace-building, safety and educational roles and responsibilities of local authorities worldwide, including through 'Nuclear Free Local Authorities' (NFLA) and 'Mayors for Peace', of which BHCC is a member;
- 4) That Mayors for Peace works with the International Campaign to Abolish Nuclear Weapons (ICAN, 2017 Nobel Peace laureate) and other partners in over a hundred countries to encourage cities to support the UN Treaty on the Prohibition of Nuclear Weapons;

This Council resolves;

- 1) To declare its support for the obligations and full implementation of the Treaty on the Prohibition of Nuclear Weapons;
- 2) To call on the UK government to work for global peace in a world free of nuclear weapons by signing and ratifying the Treaty on the Prohibition of Nuclear Weapons and working alongside other UN Member States for its full implementation;
- 3) To inform the Prime Minister, UN Secretary-General, Mayors for Peace and International Campaign to Abolish Nuclear Weapons of the Council's adoption of this resolution.

Moved by Cllr Evans    Seconded by Cllr Childs

### **Supporting Information:**

Legislation based on ICAN's Cities Appeal has been adopted by Hiroshima, Nagasaki, Washington DC, Los Angeles, Edinburgh, Manchester, Oxford, Sydney, Melbourne, Geneva and many other cities, as well as the State of California and the County of Renfrewshire in Scotland, as listed here: [https://cities.icanw.org/list\\_of\\_cities](https://cities.icanw.org/list_of_cities)

### **GREEN GROUP AMENDMENT NOTICE OF MOTION SUPPORT UNITED NATIONS TPNW: ICAN CITIES APPEAL**

That the motion be amended as shown below in bold italics.

This Council notes:

- 1) That any nuclear weapon detonation by accident or intent would constitute a major humanitarian catastrophe, with consequences transcending national borders and having grave implications for the health and survival of current and future generations;
- 2) That the Treaty on the Prohibition of Nuclear Weapons negotiated under United Nations auspices and adopted by 122 UN Member States on 7 July 2017, will gain international legal force on January 22nd 2021, 90 days after being signed and ratified by the first fifty governments;
- 3) The important security, peace-building, safety and educational roles and responsibilities of local authorities worldwide, including through 'Nuclear Free Local Authorities' (NFLA) and 'Mayors for Peace', of which BHCC is a member;
- 4) That Mayors for Peace works with the International Campaign to Abolish Nuclear Weapons (ICAN, 2017 Nobel Peace laureate) and other partners in over a hundred countries to encourage cities to support the UN Treaty on the Prohibition of Nuclear Weapons;

This Council resolves;

- 1) To declare its support for the obligations and full implementation of the Treaty on the Prohibition of Nuclear Weapons ***and the decommissioning of the UK's Trident nuclear weapons system;***



2) To call on the UK government **and all parliamentary parties** to commit to working for global peace in a world free of nuclear weapons by signing and ratifying the Treaty on the Prohibition of Nuclear Weapons and working alongside other UN Member States for its full implementation. ***This requires the UK to decommission and eliminate all British nuclear weapons and facilities.***

3) To **request that the Chief Executive** inform the Prime Minister, UN Secretary-General, Mayors for Peace and International Campaign to Abolish Nuclear Weapons of the Council's adoption of this resolution.

**Proposed by: Cllr Clare**

**Seconded by: Cllr Hugh-Jones**

77.1 The Notice of Motion as listed on the agenda was proposed by Councillor Evans on behalf of the Labour Group and formally seconded by Councillor Childs.

77.2 Councillor Clare moved an amendment on behalf of the Green Group which was formally seconded by Councillor Hugh-Jones.

77.3 Councillors Shanks, Nemeth and Janio spoke on the motion and Councillor Evans thanked everyone for their comments and confirmed that she could not accept the amendment.

77.4 The Mayor noted that the amendment had not been accepted and therefore put the amendment from the Green Group to the vote and called on each of the Group Leaders to confirm their position as well as the Groups in turn followed by the Independent Members:

Councillor Mac Cafferty stated that the Green Group were voting in favour of the amendment and this was confirmed by the Green Group Members;

Councillor Platts stated that the Labour Group were voting against the amendment and this was confirmed by the Labour Group Members;

Councillor Bell stated that the Conservative wished to abstain from voting on the amendment and this was confirmed by the Conservative Group Members;

Councillor Brennan confirmed that she was voting against the amendment;

Councillor Fishleigh confirmed that she wished to abstain from voting on the amendment;

Councillor Janio confirmed that he was voting against the amendment;

Councillor Knight confirmed that she was voting in favour of the amendment.

77.5 The Mayor confirmed that the outcome of the vote was tied and therefore he chose to use his casting vote against the amendment. He confirmed that the amendment had been lost and therefore put the motion as listed to the vote  
This Council notes;

1) That any nuclear weapon detonation by accident or intent would constitute a major humanitarian catastrophe, with consequences transcending national borders and having grave implications for the health and survival of current and future generations;

2) That the Treaty on the Prohibition of Nuclear Weapons negotiated under United Nations auspices and adopted by 122 UN Member States on 7 July 2017, will gain international legal force on January 22nd 2021, 90 days after being signed and ratified by the first fifty governments;

3) The important security, peace-building, safety and educational roles and responsibilities of local authorities worldwide, including through 'Nuclear Free Local Authorities' (NFLA) and 'Mayors for Peace', of which BHCC is a member;

4) That Mayors for Peace works with the International Campaign to Abolish Nuclear Weapons (ICAN, 2017 Nobel Peace laureate) and other partners in over a hundred countries to encourage cities to support the UN Treaty on the Prohibition of Nuclear Weapons;

This Council resolves;

1) To declare its support for the obligations and full implementation of the Treaty on the Prohibition of Nuclear Weapons;

2) To call on the UK government to work for global peace in a world free of nuclear weapons by signing and ratifying the Treaty on the Prohibition of Nuclear Weapons and working alongside other UN Member States for its full implementation;

3) To inform the Prime Minister, UN Secretary-General, Mayors for Peace and International Campaign to Abolish Nuclear Weapons of the Council's adoption of this resolution.

77.6 The Mayor called on each of the Group Leaders to confirm their position as well as the Groups in turn and each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion and this was confirmed by the Members of the Green Group;

Councillor Platts stated that the Labour Group were in favour of the motion and this was confirmed by the Members of the Labour Group;

Councillor Bell stated that the Conservative Group wished to abstain from voting on the motion and this was confirmed by the Members of the Conservative Group;

Councillor Brennan confirmed that she was voting for the motion;

Councillor Fishleigh confirmed that she wished to abstain from voting on the motion;

Councillor Janio confirmed that he was voting against the motion;

Councillor Knight confirmed that she was voting for the motion.

77.7 The Mayor confirmed that the motion had been carried.

## 78 POWER OF YOUTH CHARTER

### NOTICE OF MOTION POWER OF YOUTH CHARTER

That this council:

- agrees the importance of including young people's voices in decision-making and commends the recent work on a 'youth engagement' action plan, which was created with young people themselves who worked hard on this initiative to ensure young voices have greater influence
- commends the work of young people at the forefront of the Black Lives Matter movement, the Youth Climate Strikes, and in organising the Youth Climate Assembly
- thanks Brighton and Hove Youth Council, YouthWise and Children in Care Council for their work in formally representing young people within council structures and recognises their importance
- reaffirms its prior commitment to votes at 16

This council therefore:

- agrees, subject to Children, Young People & Skills Committee approval, to sign up to the 'Power of Youth Charter', using the youth engagement report as a basis for showing how we will meet its aims
- requests the Children, Young People & Skills Committee receive a yearly report on actions taken against the Charter across the council
- commits to using our communication channels as councillors and political parties to support the work of young people, as per the charter
- calls for a report to Children, Young People & Skills Committee, no later than April 2021, that:
  - o assesses the methods the Council uses to engage with young people;
  - o seeks to improve our communication with young people through a collaborative process; and
  - o explores how young people are consulted and their views considered in all local policy decisions that impact them.

**Moved by Cllr Clare    Seconded by Cllr Heley**

### LABOUR GROUP AMENDMENT NOTICE OF MOTION POWER OF YOUTH CHARTER

That the motion be amended to insert the text as shown below in bold italics and delete the text as struck through.

That this council:

- agrees the importance of including **young people's** voices of young people in decision-making and commends the recent work on a 'youth engagement' action plan, which was created with the young people themselves **who worked hard on this initiative to ensure young voices have greater influence**
- **commends the work of young people at the forefront of the Black Lives Matter movement, the Youth Climate Strikes, and in organising the Youth Climate Assembly**
- thanks Brighton and Hove Youth Council, **YouthWise and Children in Care Council** for their work **in** formally representing young people within council structures and recognises their importance
- reaffirms its **prior** commitment to votes at 16

This council therefore:

- agrees, subject to Children, Young People & Skills Committee **approval**, to sign up to the 'Power of Youth Charter', using the youth engagement report as a basis for showing how we will meet its aims
- requests that the Children, Young People & Skills Committee receive a yearly report on actions taken against the Charter across the council
- commits to using our communication channels as councillors and political parties to support the work of young people, as per the charter.
- **calls for a report to Children, Young People & Skills Committee, no later than April 2021, that:**
  - o assesses the methods the Council uses to engage with young people;**
  - o seeks to improve our communication with young people through a collaborative process; and**
  - o explores how young people are consulted and their views considered in all local policy decisions that impact them.**

**Proposed by: Cllr Allcock**

**Seconded by: Cllr Williams**

78.1 The Notice of Motion as listed in the agenda was proposed by Councillor Clare on behalf of the Green Group and formally seconded by Councillor Heley.

78.2 Councillor Allcock moved an amendment on behalf of the Labour Group which was formally seconded by Councillor Williams.

78.3 Councillors Brown welcomed the motion and the amendment but because of the reference to reducing the age of voting to 16 asked that the Conservative Group's opposition to such a change be recorded in the minutes.

78.4 Councillors Janio, Fishleigh and McNair also spoke on the motion and the amendment. Councillor Clare thanked everyone for their comments and confirmed that she was happy to accept the amendment. She hoped that the CYPS Committee would approve signing up to the Charter and improvements in communication and engagement with young people could be made so that they felt listened to.

78.5 The Mayor noted that the amendment had been accepted and that the Council was happy to move to a vote on the motion as amended, and therefore put the revised motion to the vote:

That this council:

- agrees the importance of including young people's voices in decision-making and commends the recent work on a 'youth engagement' action plan, which was created with young people themselves who worked hard on this initiative to ensure young voices have greater influence
- commends the work of young people at the forefront of the Black Lives Matter movement, the Youth Climate Strikes, and in organising the Youth Climate Assembly
- thanks Brighton and Hove Youth Council, YouthWise and Children in Care Council for their work in formally representing young people within council structures and recognises their importance
- reaffirms its prior commitment to votes at 16

This council therefore:

- agrees, subject to Children, Young People & Skills Committee approval, to sign up to the 'Power of Youth Charter', using the youth engagement report as a basis for showing how we will meet its aims;
- requests the Children, Young People & Skills Committee receive a yearly report on actions taken against the Charter across the council;
- commits to using our communication channels as councillors and political parties to support the work of young people, as per the charter
- calls for a report to Children, Young People & Skills Committee, no later than April 2021, that:
  - assesses the methods the Council uses to engage with young people;
  - seeks to improve our communication with young people through a collaborative process; and
  - explores how young people are consulted and their views considered in all local policy decisions that impact them.

78.6 The Mayor then called on each of the Group Leaders to confirm their position as well as the Groups in turn followed by each of the Independent Members:

Councillor Mac Cafferty stated that the Green Group were in favour of the motion as amended and this was confirmed by the Green Group Members;

Councillor Platts stated that the Labour Group were in favour of the motion as amended and this was confirmed by the Labour Group Members;

Councillor Bell stated that the Conservative were in favour of the motion as amended and this was confirmed by the Conservative Group Members;

Councillor Brennan confirmed that she was voting for the motion as amended;  
Councillor Fishleigh confirmed that she wished to abstain from voting on the motion;  
Councillor Janio confirmed that he was voting against the motion as amended;

Councillor Knight confirmed that she was voting for the motion.  
78.7 The Mayor confirmed that the motion as amended had been carried.