

# **COUNCIL ADDENDUM 1**

**4.30PM, THURSDAY, 18 DECEMBER 2025**

**COUNCIL CHAMBER, HOVE TOWN HALL**



## **ADDENDUM**

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# Brighton & Hove City Council

## Council

## Agenda Item 53

**Subject:** Petitions

**Date of meeting:** 18 December 2025

**Report of:** Director of Governance & Law

**Contact Officer:** Name: Anthony Soyinka  
Tel: 01273 291006  
Email: [anthony.soyinka@brighton-hove.gov.uk](mailto:anthony.soyinka@brighton-hove.gov.uk)

**Ward(s) affected:** All

### **1. Purpose of the report and policy context**

- 1.1 To receive any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

### **2. Recommendations**

- 2.1 That Council notes the petition(s).

### **3. Context and background information**

- 3.1 To receive the following petition:

#### **Parking along St George's Road, Kemptown**

We the undersigned petition Brighton & Hove Council to change the current parking restrictions along St George's Road, Kemptown, from the current restrictions to one that provides a two hour parking option for visitors to the various local businesses during the week day and at weekends.

Local businesses complain that many customers are put off by the lack of parking available for them to park safely and timely when accessing the various cafes, hair salons and boutique independent shops - which includes the only pharmacy in the area.

St George's Road is often over looked in Kemptown, favouring the more local St James's Street, and as such suffers from a lack of footfall and visitors.

Many times customers have simply wanted to nip into one of the independent shops, yet due to a lack of short term parking spaces available, have either parked on the pavement or blocked roads as they park opposite causing obstructions for many.

This petition is to ask Brighton and Hove City Council to look at various options moving forward to enable all those who live, work and visit St

George's Road, Kempdown, to be able to park safely and increase footfall to the various independent businesses in the area.

3.2 To receive the following petition:

**Redirect the new 3x bus down Ellen Street instead of Clarendon Road**

We the undersigned petition Brighton & Hove Council to write to Brighton & Hove Bus Company to ask that they redirect the new 3X bus route that travels 140 times per day, to go down Ellen Street, (adjacent road) instead of Clarendon Road. This will retain the privacy of the houses on Clarendon road from the double decker buses, reduce congestion on the already busy road of Clarendon Road, and stop Clarendon road being made into a bus route, causing annoyance to residents of Clarendon Road.

The addition of a bus route on Clarendon Road residential street means there has been an increase in pollution, rubbish, noise and reduction in residents privacy. by using Ellen street which has the same width of Clarendon Road , it is less busy than Clarendon road, and the flats there will not be affected by the 140 buses travelling down the street as they are higher up. It is unnerving to have 140 extra routes per day, (8 per hour), travelling down the road just outside your door, and the buses can see directly into the residents homes.

# Brighton & Hove City Council

## Council

## Agenda Item 54

**Subject:** Written questions from members of the public

**Date of meeting:** 18 December 2025

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

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

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

**1. Question from Jenny Gibson:**

For the majority of my 10 years living in Brighton my street has only ever had one good cleaner. For some months now we haven't had any cleaning done. The street referenced is Windlesham Avenue from the junction of Windlesham Gardens/Windlesham Road to junction with Clifton Hill/Vernon Terrace. Why are we not getting a service which we pay for? My local councillor will confirm this complaint which I make on a regular basis. What action will be taken and when?

**Reply from Councillor Rowkins, Deputy Leader & Cabinet Member for Net Zero & Environmental Services:**

**2. Question from Michael Hutley:**

BHCC owns a plot of land in West Saltdean, behind Looes Barn Close, designated as Local Green Space in the West Saltdean Neighbourhood Plan. Several years ago, BHCC sold nearby land and the access track to a farmer. The Saltdean Climate Action Network intends to enhance biodiversity on this plot, but the farmer will not permit volunteers to use the track for access.

Please could BHCC review the sales documents to clarify whether ownership of the track was transferred or exclusive access rights were granted, as this has left the Council and community unable to reach the land? Resolving this is essential, as the Council currently lacks practical access to its own property. The community seeks access urgently to begin biodiversity improvements and ensure ongoing management of this important green space.

**Reply from Councillor Taylor, Deputy Leader & Cabinet Member for Finance & City Regeneration:**

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## 3. Question from Laura King:

It has now been over 18 months since Brighton and Hove City Council decided to replace its committee form of governance with a cabinet form of governance in May 2024.

Has the promised review of this change taken place yet and, if so, how has the switch to a cabinet system improved democracy and public engagement over the committee system as was promised?

**Reply from Councillor Sankey, Leader of the Council**

## 4. Question from Robert Brown:

Anti-Social Behaviour continues to rise across Kemptown Ward, with victims now having to wait over a year before action is taken and relief is given. Many of these perpetrators are BHCC tenants. So it seems as if BHCC are not following their own advice on their own policy.

Victims dealing with BHCC are met with indifference, delays, non response from council officers and a lack of support. It is felt that the perpetrators are given leniency at every step and victims are feeling let down by BHCC as they are continually asked to do the work of the Council themselves, risking additional ASB towards them.

Will the Cabinet Member for Housing give assurances that they will look at the policy, timings and triggers for action within that policy to ensure victims are not having to wait over a year before action is taken and decisions are made?

**Reply from Councillor Alexander, Cabinet Member for Communities, Equalities, Public Health & Adult Social Care**

## 5. Question from Jerome Cox-Strong:

Cardiac arrest statistics are terrifyingly clear. For every minute that passes without access to a defibrillator, someone's chances of surviving decreases by 10%. It's because of this simple, life-saving maths that the nearest accessible defibrillator should never be more than 200m away.

Yet the reality in our city is stark. My area, Hanover & Elm Grove, remains a defibrillator desert - for those in deprived areas like Pankhurst, the nearest defibrillator might be as much as 20 minutes away. This is inequality extending brutally, literally, into a matter of life and death.

I'm campaigning locally to secure charitable funding for new defibrillators for Hanover & Elm Grove that could save lives. But this is a citywide emergency that will continue without citywide, statutory intervention. Will the council commit to undertaking a formal review of public defibrillator access across the city, and to centrally funding new defibrillators in areas like mine?



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**Reply from Councillor Alexander, Cabinet Member for Communities, Equalities, Public Health & Adult Social Care**

**6. Question from Tom Sargent:**

Has Brighton and Hove City Council located the original plans for the gardens of Adelaide Crescent and Palmeira Square by the great Sussex-born horticulturalist Henry Phillips?

**Reply from Councillor Robins, Cabinet Member for Sports, Recreation & Libraries**

**7. Question from Elroy F:**

Will the Council publish recent passenger-usage data, boarding figures, and cost-per-passenger for the 3X bus service at the bus stops on the east end of Nevill Avenue, and explain how this evidence justifies maintaining the current routing and level of service—given that buses are frequently empty and usage appears minimal—and also set out when residents will be formally engaged in reviewing whether the 3X route and stop locations on Nevill Avenue remain appropriate, including whether options such as reduced frequency, rerouting, or consolidating stops will be considered as part of that evidence-based review?

**Reply from Councillor Muten, Cabinet Member for Transport & City Infrastructure**

**8. Question from Emma Andrews:**

Given that the new leisure centre is proposed to open on the west of the site with its main entrance and plaza directly facing an area scheduled for demolition and multi-year housing construction, what assessment has been made of the combined impact of this overlapping construction period on the centre's early operation — including noise, dust, air quality, construction traffic, access restrictions, the functioning of the entrance plaza and public realm opposite an active construction zone, and any risks to the building fabric and internal systems such as HVAC air intake drawing in demolition or construction dust or abrasive effects on glazing and external surfaces — and will this full assessment be completed and published before the planning submission?

**Reply from Councillor Robins, Cabinet Member for Sports, Recreation & Libraries**

**9. Question from Sheila Rimmer/Lynora Knott:**

It has been reported that the number of homeless households in the city has been increasing despite continued progress increasing the supply of council homes. Previously when the supply of additional council homes was increasing under the old allocations policy the number of households having

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to live in temporary accommodation or sleep rough was falling.

Given that the increasing cost of homeless accommodation is putting a huge strain on the council's it is important to know how well the new allocations policy is working in terms of reducing the number of homeless households

Since the new allocations policy was brought in what percentage of home allocations went to homeless households?

**Reply from Councillor Williams, Cabinet Member for Housing**

**10. Question from Ian Needham/David Gibson:**

When the government supports more affordable rents on new build the rents the rents are either "affordable" or the new definition of "social" both these rent levels are a lot higher than the old "social target rents" paid by current tenants. So, in demolishing rather than refurbishing 560 homes at low council rents will eventually be replaced at some distant time by homes that are less affordable higher rent homes. However, tenants of the LPS blocks that the council has decided to demolish were promised a "like for like" right to return when the homes are eventually replaced. Is the council guaranteeing "like for like" council target social rents for all existing tenants?

**Reply from Councillor Williams, Cabinet Member for Housing**

**11. Question from Adrian Hill:**

The latest data shows that vehicle emissions standard adherence is low on main roads in poorer areas such as Lewes Road. This means that many of the vehicles are of the highly polluting diesel type. However, Labour's manifesto promised to end polluting diesel vehicles in the city. With some of the worst pollution in the country it is clear not enough has been done to tackle toxic air pollution on Lewes Road. Waiting and doing nothing has caused and worsened illness for thousands in the city. Will you please finally agree that a clean air zone is urgently required?

**Reply from Councillor Muten, Cabinet Member for Transport & City Infrastructure**

**12. Question from Nigel Furness:**

In the run-up to Christmas, which should be the traders' busiest period, this city is currently at a virtual standstill as a result of an epidemic of roadworks from East to West and North to South without any visible sign of a coordinated approach in place.

Have you, as Cabinet Lead for Transport, Councillor Muten, made any attempts to mitigate this crisis or are you deaf to our pleas?

**Reply from Councillor Muten, Cabinet Member for Transport & City Infrastructure**

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## **13. Question from Diane Montgomery:**

At the full council meeting on the 10th July in response to a supplementary question following changes to how affordable shared ownership is and to what extent it benefits local people, Councillor Williams said she would provide:

- 1) Information on the number of shared ownership homes provided in the last 10 years and the percentage of these homes that were provided for households living in the Brighton and Hove area
- 2) Evidence on the extent to which shared ownership has reduced housing waiting lists
- 3) The latest NPPF that gives councils more flexibility to reduce the shared ownership as a percentage of the affordable quota, referred to as policy

**Reply from Councillor Williams, Cabinet Member for Housing**



# Brighton & Hove City Council

## Council

## Agenda Item 55

**Subject:** Deputations from members of the public

**Date of meeting:** 18 December 2025

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 that three deputations have been received. The spokesperson is entitled to speak for 5 minutes.

### 1. Filming in the City

Supported by:

Jo Whitehead  
Ali Halliday  
Callum Morrison  
Robert Ellwood  
Janet Smith  
Joe Sweeney  
Amelia Rowe

#### Summary of Deputation:

In the last week of July parking suspension signs were put in place in Springfield Road suspending parking from 4th to 9th August. The suspension reason was stated as “filming”. On further investigation via questions to the council website, I was unable to gather any more information. My ward Councillors were not aware of any plans.

During the week of 4th to 9th August, myself and my neighbours were kept awake every night by “filming”. Multiple large vehicles with several people loading and unloading equipment all night. People talking, lights, reversing alarms at 3am onwards and parking on double yellow lines. Stretches of road were bollarded off so residents couldn't park, and security guards were there all day. Filming was undertaken throughout the afternoon, blocking off pavements, making us walk in the road and completely invading our privacy. Despite many e mails to the Council and Councillors, the only response I had was from my own, excellent, ward Councillors Hill and West. The former who posed a question to committee on 13th October 2025. The response:

*We have clear guidance for night filming to minimise impact, including:  
No lighting into windows: Keeping noise to a minimum when not filming:  
Positioning equipment away from homes or securing agreement with*

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*residents: Ensuring respectful behaviour from all crew, including security and marshals*

*Production companies must consult residents in person, usually by door knocking and logging concerns. We stay in close contact with them to ensure issues are addressed. Multiple letter drops are also required to keep residents informed.*

None of the above happened. There was no consultation, information or any respect shown to residents of Springfield Road. We didn't sleep for a week and were not allowed to park in the spaces we paid for via our permits.

Councillor Miller continued on 13th October *that Brighton & Hove is proud to be a film-friendly city and that Filming brings economic and cultural benefits, we work hard to balance supporting creative industries with protecting residents' wellbeing.*

I am asking - 1. Why there was no consultation with Residents? 2. How can a Council protect residents wellbeing if it does not monitor and ensure the filming companies follow its stated council guidance and rules? 3. In the absence of consultation and monitoring, by what lawful authority did the council stop residents parking in their own parking bays to accommodate a private enterprise? 4. In the absence of consultation and monitoring by what lawful authority did the council sanction a night nuisance when it is an enforcement authority entrusted with preventing public nuisance?

The lack of policy enforcement of the council is clearly working against residents' rights, and I would ask you to review and revise in the light of this occurrence. I would also like residents affected to have part refunds on their parking permits from the money the filming company obviously paid for our parking spaces. Springfield road residents deserve compensation for a week of no sleep, no privacy, no parking and no consultation.

## **2. Brighton & Hove Taxis and Private Hire Vehicles**

Supported by:

Kevin Thomas  
Mohammed Shahjahan Ahmed  
Mejanoor Rahman  
Fazlul Haque  
Robin Oram  
Salif Alam

### Summary of Deputation:

Brighton and Hove licensed drivers are integral to the infrastructure and economy of Brighton and Hove. Since the Covid lockdown the number of licensed drivers has reduced in the region of 40%. The most significant cause of this is economic. Drivers have been hit by a 'double whammy' of rising costs

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and the huge influx of Out of Town (OOTs) private hire vehicle licensed by other Local Authorities diluting the income of BHCC vehicles.

Predominantly these are vehicles licensed by either Lewes or Chichester but also Portsmouth, Havant and other LAs on the South Coast. These vehicles will mostly be working for Uber facilitated by the deregulation of cross border operation.

Whilst there are moves nationally to reverse this deregulation the GMB seeks the support of BHCC for its drivers now.

Practical steps would include: -

- Restricting use of Bus Lanes to Taxis and BHCC licensed Private Hire Vehicles
- Enforcement of 'ranking' regulations against OOTs
- Requirement of Operators to provide transparency of fares to both drivers and customers of all prepaid journeys similar to that applied in several cities in USA (i.e. both driver and customer know what the customer is paying and how much the driver will receive).
- Home to School Transport - application of Blue Book standards to all taxis and PHs tendering for this work.
- Duty of Care for night-time workers
- Clarification of Red Route regulations

This is not an exhaustive list but would be best addressed by meeting with the various departments impacting on our members.

We request this is arranged at the earliest opportunity before the end of January 2026.

### **3. Lack of Maintenance Budget for Major/Planned Works on Sylvan Hall Estate**

Supported by:

Catherine Eden  
Hugh Barney Miller  
Christopher Ferguson  
Alessandra De Santis  
Janice Tilley  
Alexandra Paterson  
Ailsa McWhinnie  
Aurelie Elder  
Kelly Wilson  
Abigail Smith  
Katie Knight

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Cleo Dibb

## Summary of Deputation:

This deputation is addressed to the council administration. Sylvan Hall Estate is currently undergoing planned and major works, which include roof and window replacement, repair of main front and back doors to buildings, cavity wall and loft insulation and concrete and masonry repairs. We have been informed by council officers that there is no maintenance budget for these works once they have been completed; only responsive repairs will be carried out. This means, for example, that no gutter cleaning will be carried out as part of routine maintenance.

Residents on the estate find this unacceptable, and have noted the damage that lack of routine maintenance has caused to buildings on the estate throughout the years. Gutters have been left uncleaned and have eventually fallen off on several blocks on the estate, with ensuing damage to the brickwork and increased risk of dampness in the buildings. There have been failings in the responsive repair approach also, as even when gutters have eventually fallen off, they are not necessarily replaced/repared. This has notably happened at the Lindens, along with other blocks. Please see the attached photographs to this deputation.

The dangers of the responsive repair approach have also been shown with regard to windows. Last year, SHRA requested an emergency inspection of all windows on the estate, following several windows falling out. This is a clear risk to life. Initially, council officers said that individual residents would have to approach them for windows to be inspected, in line with the responsive repair approach. After several months, the council finally agreed to offer a more general maintenance inspection, which revealed several unsafe windows – some of which actually fell out during the inspection process.

We have significant concerns over cavity wall insulation being carried out without a maintenance programme being in place. The Cavity Insulation Guarantee Agency (CIGA) regulate cavity wall insulation in the UK. In a 2020 Times article, CIGA state: “The terms of the guarantee stipulate that the home owner should maintain their property to ensure the cavity wall insulation remains effective. Damage to the property due to lack of maintenance or poorly installed renovations can invalidate the guarantee.” Willows residents have already had black mould issues from recent cavity wall insulation installation.

The council leaseholder handbook states at paragraph 4.2: “The council is responsible for the repair and maintenance of the structure, exterior and shared parts of your block of flats.” Residents on the estate feel that this statement is, to say the least, misleading if the council has no maintenance budget.



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## **Supporting Information:**

Sylvan Hall Residents Association would like to ask the following questions:

1. Do the council feel that they are acting reasonably, responsibly and in accordance with the leaseholder handbook by having no maintenance budget for major/planned works?
2. Reference has been made by council officers to potential 2030 legislation which may oblige the council to carry out cavity wall insulation. What is this legislation?
3. Cavity wall insulation has already been carried out at the Willows and Maple House as part of planned works. Was the lack of planned maintenance discussed with installers before agreeing to go ahead with the installation at the Willows and Maple House? What was the installers' response?
4. Cavity wall insulation is planned to be carried out in the blocks undergoing major works. Has/will the lack of planned maintenance be discussed with cavity wall insulation installers before going ahead with the installations?
5. Can the council seek a response from an industry body such as CIGA as to the general advisability of cavity wall insulation being carried out without a maintenance plan being in place?
6. Can the council commit to an annual gutter cleaning programme on Sylvan Hall Estate?
7. Can the council commit to regular windows maintenance inspections on Sylvan Hall Estate when windows are reaching the end of their serviceable lives?

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**LEFT: The Lindens, showing damage caused by missing length of downpipe.**

**BELOW: The Cedars, taken during rainfall, showing overflow due to blocked gutter.**



**ABOVE: Guttering that has come away from downpipe and is hanging dangerously.**



**RIGHT: Length of guttering that fell away from The Lindens.**



**LEFT: The Cedars – loose bricks (can be almost completely pulled out) with no pointing because of exposure to rain from overflowing gutter, and causing growth of mould on internal wall. Note also the mildew on bricks.**

**BELOW: Hollybank – overflowing gutter which was fitted only in 2017 as part of major works.**



**RIGHT: Hazel Bank – damage caused by broken boiler overflow, which BHCC wouldn't fix at first. Caused damp issues in three flats.**

**BELOW: Hollybank – mildew caused by lack of repairs to guttering. The guttering was only replaced in 2017 as part of major works.**



# Brighton & Hove City Council

## Council

## Agenda Item 55a(1)

**Subject:** Petition for Debate

**Date of meeting:** 18 December 2025

**Report of:** Director of Governance & Law

**Contact Officer:** Name: Anthony Soyinka  
Tel: 01273 291006  
Email: [anthony.soyinka@brighton-hove.gov.uk](mailto:anthony.soyinka@brighton-hove.gov.uk)

**Ward(s) affected:** All

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not petition requesting officer evidence, it will be debated by the Full Council.

#### 2. RECOMMENDATIONS:

- 2.1 That the petition is noted.

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

- 3.1 To receive the following petition:

##### **Investigate the possibility of free public transport for young people in Brighton and Hove**

We call on the council to investigate the possibility of free public transport for young people in Brighton and Hove. This change would benefit young people, promote youth engagement and boost accessibility in different areas of the city. Free public transport for young people in the city would cause higher bus usage, which would take more cars off the road, therefore reducing the city's carbon emissions.

#### 4. PROCEDURE:

- 4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:
- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the petition and confirm the number of signatures;

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- (ii) The Mayor will then open the matter up for debate by councillors for period of 15 minutes and will first call on the relevant Cabinet Member to respond to the petition and move a proposed response. The Mayor will then call on those councillors who have indicated a desire to speak in the matter, before calling on the relevant Cabinet Member to respond to the debate;
- (iii) An amendment to the recommendation in paragraph 2.1 of the report or to add additional recommendations should be submitted by 10.00am on the day before the meeting; otherwise it will be subject to the Mayor's discretion as to being appropriate. Any such amendment will need to be formally moved and seconded at the meeting;
- (iv) After the 15 minutes set aside for the debate, the Mayor will then formally put:
- (v)
  - (a) Any amendments in the order in which they are moved, and
  - (b) The substantive recommendation(s) as amended (if amended).

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## Council

## Agenda Item 55a(2)

**Subject:** Petition for Debate

**Date of meeting:** 18 December 2025

**Report of:** Director of Governance & Law

**Contact Officer:** Name: Anthony Soyinka  
Tel: 01273 291006  
Email: [anthony.soyinka@brighton-hove.gov.uk](mailto:anthony.soyinka@brighton-hove.gov.uk)

**Ward(s) affected:** All

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not petition requesting officer evidence, it will be debated by the Full Council.

#### 2. RECOMMENDATIONS:

- 2.1 That the petition is noted.

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

- 3.1 To receive the following petition:

##### **Reduce Traffic & Air Pollution on Lewes Road**

Lewes Road is flanked by five local primary schools, three nurseries, one of the city's largest medical centres, and a myriad of homes and businesses. People spend time here walking to work, school, university, waiting at bus stops, waiting in traffic, cycling, and socialising outside pubs and restaurants. For many Lewes Road is an essential part of our daily lives.

The Lewes Road area is also an 'air quality management area'. This means that it is an area which is at risk of breaching national air quality safety levels.

Despite increased monitoring and some measures implemented by the local council, levels of harmful air pollutants still remain very high.

Please see the '2025 Air Quality Annual Status Report (ASR), page 3-5 of the pdf document' from Brighton Council for further information.

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Prolonged exposure to pollutants can lead to severe health problems including asthma, reduced lung function, cancer, stroke and increased risk of early death. There is emerging evidence for a link with dementia and known association with preterm birth. Research has shown that children, the elderly and those with underlying medical conditions are particularly vulnerable.

**We, the undersigned, are calling on Brighton Council to:**

**1. Hold an urgent public meeting** with independent experts in air pollution, respiratory health, transport, and urban planning, as well as residents, teachers, and parents, to decide on the best way to improve air quality quickly.

**2. Consider Lewes Road as a Clean Air Pilot Scheme**

- Ensuring electric buses are prioritised for this route as soon as possible
- Reducing idling from traffic waiting at lights with a campaign to raise awareness of the benefits of cutting engines and visible warnings to benefit local schools and nurseries nearby
- Timed traffic restrictions for the most polluting vehicles
- Clean Air Zone - charges for the most polluting vehicles to reduce their reliance on this route and encourage active transport for those who can, and the use of alternative less congested routes where possible

Where successful, these could be rolled out across the city, improving air quality for all.

**3. Work transparently with residents, schools, and local businesses** to co-design the pilot and ensure a just, inclusive approach.

**4. PROCEDURE:**

4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:

- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the petition and confirm the number of signatures;
- (ii) The Mayor will then open the matter up for debate by councillors for period of 15 minutes and will first call on the relevant Cabinet Member to respond to the petition and move a proposed response. The Mayor will then call on those councillors who have indicated a desire to speak in the matter, before calling on the relevant Cabinet Member to respond to the debate;
- (iii) An amendment to the recommendation in paragraph 2.1 of the report or to add additional recommendations should be submitted by 10.00am on the day before the meeting; otherwise it will be subject to the Mayor's

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discretion as to being appropriate. Any such amendment will need to be formally moved and seconded at the meeting;

- (iv) After the 15 minutes set aside for the debate, the Mayor will then formally put:
- (v) (a) Any amendments in the order in which they are moved, and  
(b) The substantive recommendation(s) as amended (if amended).

