

CABINET ADDENDUM TWO

10.30AM, THURSDAY, 17 SEPTEMBER 2026

COUNCIL CHAMBER, HOVE TOWN HALL

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ADDENDUM TWO

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Representation from Councillor Hill on Item 49: Day Options for Adults with Learning Disabilities.

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Cabinet

Agenda Item 42 (b)

Subject: Public Questions

Date of meeting: Thursday, 17 September 2026

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

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

1. Kim Leyland-Walker: Item 57 - Update Report on Western Road Resurfacing Works and Red Route

I note from the papers that the justification for the red route is to improve bus times and reliability. At a recent community meeting Cllr Trevor Mutton advised that it was a policy decision made to route all the buses via Western road with other traffic using the seafront. One could argue there that it is the Council's policy decision that has the greatest impact on bus services along this road.

The seafront road is woeful under served with public transport, indeed the section parallel to the proposed route having no service at all. There are also areas parallel to the north that could be better served with more even distribution.

Was this considered as an option prior to deciding that the Red Route was the best option, if not why? Surely all alternative options should be given consideration before such a damaging decision, like the red route, is taken.

2. Adrian Mills: Item 54 - Public Space Protection Orders (PSPO) Permission to Renew, Extend and Adopt

The proposal on PSPOs to June 2026 cabinet notes under financial implications that "any potential additional costs resulting from subsequent implementation, will be considered and reported as part of any future decision making report." Item 54 to September cabinet recommending approving renewal, extension or adoption of new PSPOs states "No financial implications in delivering the recommendations of this report."

Will there be any costs resulting from implementation of extended and new PSPOs, such as legally required new signage, or resources for enforcement and, if so, why are these additional costs not covered in a report to cabinet which clearly appears to be decision-making?

3. Catherine Lane: Item 57 - Update Report on Western Road Resurfacing Works and Red Route

The Council's press release states that daytime bus journey times between Hove and Churchill Square are 16.7% longer than in 2015, yet that figure does not

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appear in the Cabinet report, which at paragraph 3.16 gives improved bus journey times as the order's sole purpose. What reduction in that journey time, in minutes and seconds per bus and measured against a stated baseline, will the Council use to judge whether the experiment has succeeded, and failing to achieve it would lead to the Red Route being removed?

4. Marie Dhont: Item 57 - Update Report on Western Road Resurfacing Works and Red Route

How can Cabinet properly assess whether the proposed ETRO is necessary, proportionate and capable of meaningful evaluation without clear pre-reconstruction baseline data for Western Road on bus journey times, reliability, traffic flow and congestion, evidence that current delays are caused by obstructive parking rather than the condition of the carriageway, and a clear methodology for distinguishing any improvements resulting from the forthcoming major reconstruction from those attributable to the Red Route?

5. Lawrence: Item 57 - Update Report on Western Road Resurfacing Works and Red Route

At an initial LAT meeting, Councillor Muten confirmed "no red route" was a possible outcome of the Western Road consultation. Yet, the consultation failed to ask the 1000 respondents if they actually supported the scheme, subsequently using opaque metrics to claim community backing.

But given a 4,000-signature petition, a highly participated legal action fundraising, and extensive public protests, will the council now accept it lacks community support for the proposal and needs to consider less damaging alternatives such as the widely-supported proposal of enhanced double-yellow kerb markings to address the area's traffic concerns?

6. James Taylor: Item 57 - Update Report on Western Road Resurfacing Works and Red Route

Illegal parking on Western Road is a problem at all times of the day and along the entire length of the road, from Holland Road to Montpelier Road. This causes delays for bus users, drivers and cyclists using the road and is extremely dangerous for pedestrians and cyclists. Given that cameras cannot legally be used to enforce the existing double yellow lines, then short of employing a small army of traffic wardens to cover the entire length of the road for most of the day, every day, at great expense to the public, is there any realistic alternative to installing a red route, which would allow the road to be kept clear of obstructions to buses and safe for pedestrians and cyclists?

7. Kevin Thomas: Item 51 - Hackney Carriage Fare Review

The GMB supports the proposed Tariff revisions and requests it is supported. This will be the first tariff revision since March 2024.

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You may recall I made a submission to the Full Council in December 2025 which I highlighted the pressures facing drivers who provide a vital service in the city. During the course of the meeting with the then Chair of Licensing I advised our members are seeking an agreed annual review process to replace the current somewhat chaotic ad hoc approach. Unfortunately, despite requests we have not been able to have any further meetings to progress this.

I seek your confirmation of a meeting between GMB and Licensing to discuss this. Also a meeting with Transport, with whom we have only met once, to progress the other outstanding issues raised in December 2025. These meetings to take place within four weeks.

8. Theresa Ross: Item 52 - Encampments

For six years, residents have repeatedly asked the council to introduce measures to stop overnight camping at the free council-owned car park on the A259 at Roedean. The site has grown and has also resulted in multiple vans parking for extended periods on Roedean Way, Crescent and Vale, including 7.25-tonne lorries converted as dwellings which occupy significant areas of the highway and are often parked on pavements, causing damage.

There are currently 19 lived-in vehicles in the car park, reducing parking availability for visitors and residents. There is evidence of fouling, fly-tipping and abandoned vehicles. The site lies directly on the route to the Girls' School, causing concern for students, parents and residents. While the welfare needs of those living there are acknowledged, the growth of the site is creating significant local issues.

What action will the Council take to address the continued growth and impact of this encampment?

9. Laura King: Item 57 - Western Road resurfacing works and red route

Can Western Road traders expect a significant reduction in Business Rates to recompense them for the major loss of trade in the pre-Christmas period and beyond - if the Red Route is implemented - following five and a half weeks of hard road closure on 28th September from Waitrose to The Wick Inn?

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Cabinet

Agenda Item 42(c)

Subject: Deputations from members of the public

Date of meeting: Thursday, 17 September 2026

A period of not more than fifteen minutes shall be allowed at each Cabinet meeting for the hearing of deputations from members of the public. Notification of 3 Deputation(s) have been received. The spokesperson is entitled to speak for 5 minutes.

1. **Buckingham Street Public Realm & Traffic Improvement Proposal**

Supported by:

Harriet Eaton-Gruenfeld

Gus O'Shaughnessy

Fred Wassener

Bethany Fieldhouse

Reeshi Patel

Mark Jukes

Peter Kendrew

Philip Wardle

Summary of Deputation:

This deputation asks Cabinet to support progressing a small-scale public realm and traffic improvement scheme for Buckingham Street and to refer it to Transport and Highways officers for a feasibility assessment.

For over a year, Buckingham Street has been completely closed at one end due to the major construction works opposite The Edinburgh Pub. While extremely disruptive to residents and local businesses, this has demonstrated that the street can function successfully without through-traffic. Residents retain access and surrounding streets have accommodated diverted traffic.

Rather than simply returning Buckingham Street to its previous two-way arrangement when the works finish, I believe there is an opportunity to create a quieter, safer and greener street.

The proposal is to explore making Buckingham Street one-way, retaining access for residents, deliveries, refuse collection and emergency vehicles, while creating a small public realm and managed seating area at the Upper Gloucester Road end.

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Two options are proposed: a removable decking platform or a localised widening of the existing pavement. The pavement option was suggested by a resident during initial consultation and could provide more pedestrian space, easier removal of street furniture, less maintenance and greater flexibility for emergency and servicing access. Importantly, no existing parking bays would be lost. The area outside the pub is currently a single yellow line and nearby disabled parking would remain unaffected.

The wider aim is to improve pedestrian safety, reduce unnecessary through-traffic, introduce planting and potentially trees, and help regenerate Buckingham Street following a prolonged period of construction disruption. The proposal has already evolved through local engagement. Councillor Sue Shanks has visited the site and was positive about the concept, including suggesting possible tree planting, while consultation with residents led directly to the pavement-widening alternative.

The Edinburgh would benefit from additional outdoor seating, but this is only one element of the proposal. Any hospitality use would be seated, supervised and carefully managed. There is also precedent: during Covid, the Council permitted temporary outdoor seating in substantially the same part of Buckingham Street which was very successful.

I would also ask the Council to explore whether appropriate developer contributions or other funding associated with development in the area could help fund the improvements, putting some investment back into the community that has experienced the disruption.

I am asking Cabinet to support progressing this proposal to the next stage and to refer it to Transport and Highways officers for a feasibility assessment of the one-way arrangement and public realm improvements. If feasible, I ask that officers advise on the route to implementation.

2. **Brighton and Hove Buses Deputation to Cabinet meeting regarding Red Routes**

Supported by:

Victoria Garcia
Matthew Ashton
Nick Hill
Ben Garcia
Dimitri Bridgland
Vicky Doyle

Summary of Deputation:

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I understand that some people, including disabled motorists and Blue Badge holders, have concerns about the introduction of red routes, particularly where parking close to shops, health services and other destinations is important to their independence.

Those concerns are valid and should be carefully considered. Accessible parking, suitable drop-off locations and ongoing engagement with disabled people are all essential to ensuring everyone can continue to travel confidently.

Disabled people are not a single group with identical transport needs. Some depend on accessible parking and others depend on accessible, reliable bus services. Good transport policy should seek to support both.

Accessibility therefore must also include the many disabled people who rely on buses. Brighton & Hove City Council estimates that around 7,000 disabled residents hold concessionary bus passes and use bus services to travel safely and independently.

For many disabled people and other passengers with access needs, the bus is not simply an alternative to driving, it is their primary means of travelling independently.

When vehicles stop where they should not, buses may be unable to pull fully into the stop. This can increase the gap between the bus and kerb, making boarding more difficult or impossible for some passengers, including wheelchair users and passengers with sight loss or limited mobility.

Red routes help tackle these issues by keeping bus corridors clear and allowing services to operate more reliably and safely. They can improve access to bus stops, reduce delays and help ensure buses are able to pull up close to the kerb, making boarding and alighting easier for all passengers.

The evidence from existing red routes in Brighton & Hove is encouraging. The council reports improved bus reliability and an 85.7% reduction in reported bus passenger injury incidents in the monitored London Road and Lewes Road areas following their introduction.

The conversation should not be framed as a choice between supporting disabled motorists or supporting bus passengers. Both matter. The aim should be to ensure appropriate provision for disabled drivers whilst also recognising the vital role that reliable, accessible bus services play in enabling thousands of disabled people to access work, education, healthcare and social opportunities.

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When designed alongside appropriate disabled parking, drop-off facilities and ongoing engagement with affected communities, red routes can help create a transport network that is safer, more reliable and more accessible. They support the independence of thousands of people who rely on buses every day, including many disabled residents.

3. **Brighton Buswatch - Speech In Support Of The Planned Red Route Along Western Road.**

Supported by:

Nigel Perkins
Peter Elvidge
Alec Horner
Graham Mulliner
Suzie Kitson
Stephen Thomas
David Nash

Summary of Deputation:

When any red route is first proposed, there is often a considerable amount of opposition. Then, once a red route has been in operation for a while, it is generally accepted that traffic flow has improved, illegal parking has been substantially reduced and air quality has also improved. The Red Routes along both the Lewes and London roads now seem to be working well with no significant adverse effects on local businesses. They have clearly marked areas for loading, unloading and also disabled parking. Bus services along these routes have also become more reliable due to the improved traffic flow.

I recently conducted a survey of the current conditions along this section of Western Road on a normal weekday morning. I noted that while walking from the junctions at Montpelier Road to Holland Road that 14 vehicles had been illegally parked. Some of these were seen doing 3 point U turns when leaving. I also noted that it is mainly the 10 or so shops selling food who most need space for regular deliveries of stock. Almost half of the other businesses are Cafes, Pubs/Bars, Estate Agents, Restaurants/Takeaways, Hair/Beauty Salons & Vape Shops who are all less dependent on space for regular deliveries.

During the daytime on weekdays, around 46 buses per hour on 11 different routes pass each way along this part of Western Road, equivalent to one bus each way every 78 seconds. We understand that buses now take 15% longer from Hove to reach Churchill Square than they did 10 years ago. Making all

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these bus services more reliable with the red route should almost certainly have a positive impact across many parts of the city.

We believe the planned red route is essential to back up other measures aimed at encouraging more bus travel, such as, the £2.00 fare cap from next January. Money spent in recent years on Bus Service Improvements could be wasted should this scheme not go ahead.

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Cabinet

Agenda Item 43

Subject: Member Questions

Date of meeting: Thursday, 17 September 2026

A maximum period of fifteen minutes in total shall be made available at each meeting of the Executive for questions from Members of the Council.

The questions included on the list of questions referred to above shall be taken as read at the Cabinet meeting. The question will be answered either orally or at the discretion of the Chair by a written answer circulated after the meeting. Officers may assist the Leader or a Cabinet Member with technical answers to questions. No supplementary questions shall be permitted.

The following written questions have been received from Members:

1. Councillor Fishleigh - Update Report on Western Road Resurfacing Works and Red Route

If you decide to put this project on-hold, please would you reallocate some of the money to resurface two other roads which are both on bus routes and badly need improving? The first is the bottom of Chichester Drive East in West Saltdean. The second is The Green in Rottingdean which is not being included in the plan to refurbish Rottingdean High Street. Resurfacing these would not be controversial and would be welcomed by residents and other drivers and cyclists who use them.

2. Councillor Lyons - Raising Professional Standards for Housing Staff & Tenants

How will staff involved in housing management services be measured to show that they are demonstrating the right behaviours, alongside skills, knowledge & experience, so that services are of a good quality & tenants are treated properly?

3. Councillor Lyons - Housing in Brighton and Hove Annual Report

Noting the Tenant Satisfaction Measures overall satisfaction at 71%, please provide a sub breakdown as to satisfaction (if available) with the overall repairs service; time taken for most recent repairs; home is well maintained; home is safe & landlord listens and acts on views & by any other question asked (if applicable).

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4. Councillor McNair - Day Options for Adults with Learning Disabilities

Given the lack of uncertainty in where vulnerable adults will be placed if Wellington House closes, and whether the same staff ratios and quality of service will be provided by private providers, and the council's usual willingness to ensure services are provided in-house such as Housing Repairs, will cabinet reject the proposal to close Wellington House?

5. Councillor Meadows - Day Options for Adults with Learning Disabilities

Will there be transition points for users of the service? If so, could their packages of care increase thereby costing the service more than the £340,000 saving?

6. Councillor Lyons - Hackney Carriage Fare

It is stated that Brighton and Hove have dropped from 14th to joint 38th in the national taxi fare rankings. The proposed fare adjustments aim to restore its position to around joint 14th, bringing it back in line with other local authorities. Please provide an appendix showing the 38th ranking & 14th ranking if the fares are increased.

7. Councillor McNair - Hackney Carriage Fare

Brighton taxis compete with outside taxi firms and are really struggling in the economic climate. How is the council looking to support our taxis by reducing onerous regulations?

8. Councillor McNair - Encampments

There was a lived-in encampment outside the Nautical Training Corps at the bottom on Carden Hill for a year. There was a court order, but despite this, the caravans were not moved on. Will this new policy ensure that such vehicles, near a primary school and a youth club, be removed or moved on within a week?

9. Councillor Meadows - Encampments

Paragraph 3.1 refers to "a range of service improvements [that] have already been introduced to strengthen the council's response to encampments and improve consistency, coordination and effectiveness across services". Where is the vehicle processing facility that was established in phase 1 (paragraph 3.1)? How quickly will vehicles be removed now there is somewhere to store them?

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10. Councillor Lyons - WorkWell Programme

I note that Hampshire & Kent have Workwell, which are at different stages. Has consideration been given to align with either? If not, why? For comparison purposes what could the Council claim for grant funding working with other authorities?

11. Councillor Lyons - Public Space Protection Orders (PSPO) Permission to Renew, Extend and Adopt

It has previously been brought to Council, as to the volume of dogs that are walked by dog walkers at Waterhall & that consideration would be given to reduce the maximum. 6 dogs for ordinary professional dog walkers seems to be the norm. Can this be considered?

12. Councillor Lyons - Seafront Lease: Brighton Wheel Proposal

Noting that the terms of the lease are a commercial arrangement and lead Councillors have been briefed on the terms of this lease, how, can opposition councillors & members of the public assess whether the taxpayer is getting value for money for this enterprise?

13. Councillor Lyons - Brighton Wheel Proposal

Would an alternative attraction at this site pay a higher rent for an alternative attraction?

14. Councillor Lyons - Update Report on Western Road Resurfacing Works and Red Route

Citing Red Routes in main A-roads 'improvements' cannot, I suggest, be a fair comparison to a non A-road (Western Rd). This is comparing apples with pears. Where is the report from bus companies requesting this & data of pedestrian injuries/accidents supporting the need for a red route.

15. Councillor Lyons - Update Report on Western Road Resurfacing Works and Red Route

You state that 'the scheme has been developed regarding these considerations through engagement with businesses, site assessments and review of loading requirements'. However, there is a near universal unanimous objections from businesses. We respectfully request that the Council undertakes & publishes a comprehensive economic impact assessment specifically relating to the affected section of Western Rd, on the

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basis of local conditions, rather than assumptions drawn from different locations elsewhere in the city, before any final implementation takes place

16. Councillor McNair - Update Report on Western Road Resurfacing Works and Red Route

Have the cameras for the proposed red route already been purchased? If so, at what cost?

17. Councillor McNair - Update Report on Western Road Resurfacing Works and Red Route

In light of the falling revenue in businesses in London and Lewes Roads, and the number of stores closing, is the administration worried that shops will close in Western Road?

18. Councillor Meadows - Update Report on Western Road Resurfacing Works and Red Route

The Labour Party manifesto stated that Labour wanted a car-free city. Is the implementation of another red route another manifestation of this aim?

19. Councillor Meadows - Update Report on Western Road Resurfacing Works and Red Route

Taxis are allowed to pick up and drop off passengers on a red route. However, if passengers are elderly or disabled, the drop off or pick up will take longer. How long will a taxi be given to allow a disabled or elderly passenger to enter or exit a taxi waiting on a red route without being fined?

20. Councillor Shanks - Housing in Brighton & Hove Annual Report

Given the Annual Report's commitment to improving services and communication with tenants, and in light of the recent confusion surrounding communal laundry facilities, can the Cabinet Member set out what alternatives to closure have been explored to support tenants, including options such as an in-house service, a tenant-managed facility, or other community-based solutions, and how tenants have been involved in assessing these options?

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21. Councillor Shanks - Day Options for Adults with Learning Disabilities

The consultation showed that this service is valued both by users and the wider community, the voluntary sector questioned the ability to cater for many of these vulnerable people elsewhere and the impact of the breakup of the community and Wellington House. How can this outsourcing of provision be justified in relation to the administration's aim of improving community cohesion?

22. Councillor Shanks - Day Options for Adults with Learning Disabilities

Would the Cabinet member agree that adult social care needs national government reform, and have they been lobbying the government given the new prime minister's commitment to this?

23. Councillor Shanks - Day Options for Adults with Learning Disabilities –

On behalf of parent carers, PaCC's position remains that any decision to close Wellington House on 17 September would be premature. Will the Cabinet take into consideration the voice not only of the Parent & Carers Council but of other voluntary organisations including Amaze. Will you listen to their voices and postpone a decision?

24. Councillor Sykes - Targeted Budget Management (TBM) 2026/27 Month 4 (July)

When was the last time the Council's regular financial performance report TBM had exempt information attached to it and why does the Administration feel it necessary to prevent public access to this information today?

25. Councillor Sykes - Update Report on Western Road Resurfacing Works & Red Route

Is there any BSIP conditionality between funding for the delivery and maintenance of the Western Road Red Route and funding for the delivery of the Western Road rebuilding and resurfacing scheme?

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26. Councillor Sykes - Update Report on Western Road Resurfacing Works and Red Route

It is admirable that we are using in-house resources (max one FTE) for the client supervision role on the critical Western Road rebuilding and resurfacing role, to help mitigate potential quality cost and programme risks. As there will be two gangs working in parallel, and as the work is continuous and subject to a tight timeline, would it be advisable also to procure an additional experienced third-party client supervisor /clerk of works role, to provide additional resource and also to help train our internal resource?

27. Councillor Hill - Day Options for Adults with Learning Disabilities

Cllr Alexander has previously stated in a Full Council meeting that the Wellington House closure proposal is an 'opportunity' for service users to assess their needs while in another instance at a past Cabinet meeting she has said that if she was a family member of a service users, she would be out protesting this decision. I feel like these are not helpful comments to make. Families do not feel like this is an opportunity. Do you regret making these comments?

28. Councillor Hill - Day Options for Adults with Learning Disabilities

One of the criticisms that has been made towards Wellington House is that it is less financially viable due to having both low and high support needs service users. The staff at Wellington House feel like this mix of service users' needs is a good thing. It allows them to put on activities that might be slightly more complex which might not function as well if you only had high support needs service users. Individual spaces are provided to service users to have alone time so they can dip in and out of activities. Do you feel that the CVS offer would allow for the same mix of support needs?

29. Councillor McLeay - Housing in Brighton & Hove Annual Report

Can the Cabinet Member confirm whether the 2025/26 Tenant Satisfaction Measures survey results were weighted to ensure the 1,050 respondents were representative of the council's tenant population, and if not, how confidence can be placed in comparisons with previous years if overrepresentation of one demographic may skew the results?

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30. Councillor McLeay - Housing in Brighton & Hove Annual Report

Phase 1 of Awaab's Law introduced strict, legally binding timeframes for social landlords to investigate and remedy emergency hazards and significant damp and mould cases. Since the introduction of these requirements, relevant damp, mould and hazard repairs have been included within the emergency repairs measure, but the proportion of emergency responsive repairs completed within target timescales has fallen slightly from 97.5% to 96.8%. Can the Cabinet Member explain the reasons for this decline in emergency repair performance and what assurance can be provided that the council is adequately prepared to meet the more extensive obligations that will be introduced under Phase 2 from November 2026?

31. Councillor McLeay - Housing in Brighton & Hove Annual Report

The report states that 45,684 repairs were completed in 2025/26, an increase on the 41,789 completed in 2024/25, and notes that reducing the repairs backlog remains a priority. However, it does not set out the current size of the backlog or the extent of progress made towards eliminating it. We were advised in September 2024 that the appointment of two additional contractors would enable the backlog of routine repairs to be cleared by the end of the 2024/25 financial year, which then moved to December 2025. Can the Cabinet Member confirm the number of outstanding repairs that currently make up the backlog, how this compares with previous years, and what trajectory the council is on to reduce the backlog to zero?

32. Councillor McLeay - Housing in Brighton & Hove Annual Report

Under "service improvements from complaints", the report states that BHCC commit to "developing clearer information on planned and major work". Could the residents of Theobald House benefit from this commitment, where in September 2024 they were told major works could begin in April 2025 once a Principal Contractor was appointed, are now being told that a Principal Contractor will not be appointed until November 2026, more than two years later? Could BHCC provide a clear timetable for the BSR application process - confirming the date from which the 40-week BSR approval period will begin?

33. Councillor Pickett - DFT - Structures Bid - King Arches Phases 6 & 7

In light of the proposed structural work to strengthen and maintain the seafront arches and A259 highway, what measures are in place to inform and

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relocate the business' that will be impacted by this work. Will business' that cannot relocate such as pubs, receive compensation?

34. Councillor Pickett - Hackney Carriage Fare Review

At the recent Taxi Forum, members were very angry to find out that because the Fare Review now has to go before Cabinet the review will not go ahead or be agreed as quickly as in previous years. This will leave taxi drivers out of pocket for several months, at a time when they are feeling financially squeezed. Can Cabinet agree to delegate the Fare Review to the Licensing Committee and reassure the city's taxi drivers that this issue will not happen again?

35. Councillor Pickett - Encampments

Whilst it is noted that van and tent dwellers and the disruption they cause to other residents in the city is an issue, this report doesn't appear to offer an alternative that many of these vulnerable people need, an alternative place to shelter. Would the Cabinet member not agree that the implication of this report comes across as suggesting that the use of improved welfare checks will provide the means to legally cover the council as a way to move more people on in a more timely and efficient way?

36. Councillor Wilkinson - Seafront Lease: Brighton Wheel Proposal

I welcome investment in the eastern seafront and the potential return of the Brighton Wheel. However, as a Kemptown ward councillor, I want to ensure that any agreement properly protects residents and the Council over the long term. Cabinet is being asked to approve a 25-year lease. Can the Cabinet Member explain why a lease of this length is considered necessary and what safeguards will protect the Council throughout that period? In particular, will the lease include appropriate break clauses, rent reviews and provisions allowing the Council to act if the attraction ceases operating or the operator fails to meet its obligations? Given that Cabinet is being asked now to agree the grant of a 25-year lease, can you also clarify what practical ability the subsequent statutory consultation has to change or stop the proposal before the Council becomes contractually committed?