

COUNCIL ADDENDUM 1

4.30PM, THURSDAY, 1 OCTOBER 2026

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

ITEM		Page
38	TO RECEIVE PETITIONS AND E-PETITIONS.	5 - 6
39	WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC.	7 - 12
40	DEPUTATIONS FROM MEMBERS OF THE PUBLIC.	13 - 18

Brighton & Hove City Council

Council

Agenda Item 38

Subject: Petitions

Date of meeting: 1 October 2026

Report of: Director of Governance & Law

Contact Officer: Name: Anthony Soyinka
Tel: 01273 291006
Email: 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:

Safe Crossing and Safer Streets for Trafalgar Road

We the undersigned petition Brighton & Hove Council to prioritise the installation of a safe pedestrian crossing on Trafalgar Road, supported by necessary highway improvements to ensure that people of all ages and abilities can cross safely and confidently, and to commit to addressing vehicle speeds, road surface condition, and air quality on this route as part of a wider, sustained programme of improvement.

Trafalgar Road is a busy route used every day by children walking to school, older residents, families with pushchairs, people with disabilities, cyclists and visitors to Portslade. However, there is currently no convenient, safe place for pedestrians to cross this section of the road.

Residents have raised ongoing concerns about heavy traffic, air quality, vehicle speeds, poor visibility and the difficulty of crossing safely, particularly during school drop-off and pick-up times. Many people feel they have to wait for long periods or take unnecessary risks to cross, creating an unsafe environment for some of the most vulnerable members of our community.

A safe crossing would improve access between homes, schools, local businesses, bus stops and community facilities, while encouraging more people to walk rather than drive short journeys. It would also help create a healthier, more accessible and better-connected neighbourhood.

We therefore call on Brighton & Hove City Council to prioritise the installation of a safe pedestrian crossing on Trafalgar Road that encourages traffic calming, supported by any necessary highway improvements to ensure that people of all ages and abilities can cross the road safely and confidently.

By signing this petition, you are asking the Council to carry out any necessary assessments and to bring forward proposals for a safe crossing as a priority.

We recognise that a crossing alone cannot address all the issues on this road, and ask the Council to consider vehicle speeds, road surface, air quality and vibrational stressors across the whole route. We welcome the chance to discuss speed enforcement and traffic calming, and hope this will result in meaningful action on dangerous driving, particularly at night.

Brighton & Hove City Council

Council

Agenda Item 39

Subject: Written questions from members of the public

Date of meeting: 1 October 2026

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. Ian Needham:

The Living Rent Campaign welcomes the new prime ministers pledge to deliver the “biggest council house building programme since the post war period” The post war council house building programme provided secure affordable homes for millions and much needed jobs. Between 1950 and 1970 Councils built on average at 136,000 homes a year rising and peaked over 400,000 in 1968. To make his pledge a reality at social rents for 120,000 homes a year, the prime minister needs to increase current plans by 800% using already committed social housing grant for the remainder of this parliament and topping it up by returning £6 billion of the money extracted from council housing under the self financing settlement. Given the growing number of homeless households in our cities temporary accommodation, will the council publicly call for this much needed investment in council housing to address the homeless crisis in our city?

Response from Councillor Williams, Cabinet Member for Housing.

2. Ian White:

On behalf of the 50 plus local children who use the outdated and worn out cricket nets on Nevill Sports Ground each week, please can you tell me when will the council distribute the circa £90,000 CIL monies allocated to the Westdene and Hove Park ward and the recently received Moda S106 monies so Brighton and Hove Cricket Club can begin our net renovation project in time for the 2027 cricket season?

Response from Councillor Taylor, Cabinet Member for Finance & City Regeneration.

3. Daniel Harris:

Brighton & Hove City Council

Brighton Pride CIC holds landlord's consent for Preston Park, yet its two flagship events, Pride on the Park and the Brighton Street Party, are owned and delivered by BN1 Events Collective Ltd, a private company.

In January 2025, majority control of BN1 passed to Louder Entertainment Ltd and Joy Entertainment Group Ltd, entertainment businesses with no prior LGBTQ+ community role. Louder Entertainment has since been majority-acquired by Live Nation.

Meanwhile, CIC-declared turnover fell from roughly £4m (2018/19) to £830k, and charitable transfers dropped from £367k (2022) to £0.

Is the council satisfied that the current structure provides sufficient transparency over who controls the event, where income flows, and how community benefit is protected?

Response from Councillor McGregor, Cabinet Member for Economy, Culture, Heritage & Tourism.

4. Sam D'Arcy-Darling:

'Disabled Persons Bus Passes are an incredibly valuable mobility resource that enables disabled people to live with independence. However, Brighton and Hove is also well served by railway infrastructure, which can be more accessible (air-conditioned in the summer), more reliable during peak traffic periods, and cheaper per journey per person (given that anyone who has a Disabled Persons Bus Pass also qualifies for a Disabled Persons Railcard).

Given the nationalisation of GTR a few months ago, the Government's announcement that disabled bus passes will not be time restricted from April 2027 (presumably meaning Government will begin covering more costs here), and the soon-to-be-established Strategic Authority, will Brighton & Hove City Council consider working with GTR, the Department for Transport and the Interim Strategic Authority Board to introduce rail access within the local authority boundary for holders of the Disabled Persons Bus Pass?'

Response from Councillor Muten, Cabinet Member for Transport & City Infrastructure.

5. Robert Brown:

Lights along the Black Rock boardwalk have remained switched off for around four years, which this administration has attributed the continuing delay to UK Power Networks (UKPN). However, UKPN has said that it issued the Council with a revised quotation on 17 July 2026 and is awaiting confirmation and payment from the Council before proceeding.

Can the Leader therefore explain why this administration has failed to ensure that these lights are operational, including whether the Council has now formally accepted and paid UK Power Networks' revised quotation, and if not,

Brighton & Hove City Council

what exactly is preventing it from doing so, how much the costs involved in ensuring the lights are working are, and whether this administration will commit to a specific date by which all of the Black Rock safety lights will be operational?

Response from Councillor Muten, Cabinet Member for Transport & City Infrastructure.

6. David Gibson:

In order to get a fuller and more detailed picture of the progress made providing homes for our city, in the previously provided in snapshot table public question (July 26) to Sarah Gorton (LRC)) giving the number of households in occupied general needs and seniors housing for each April from 2014/15 to 2025/16 provided in a previous answer please can you separate out the occupied seniors from the occupied general needs in this table and add in the data for occupied council owned temporary accommodation (including occupied homes leased to seaside homes) each April (2014/15-2025/6) and the number of council homes sold under the Right to Buy during the previous year?

Response from Councillor Williams, Cabinet Member for Housing.

7. Paul Evans:

I own a care home in West Saltdean where older and vulnerable people live out their final days. Our next door neighbour's garden is a dumping ground which is unsightly, smells and attracts rats. Councillor Fishleigh and I asked the council to intervene and were told that although a letter would be sent threatening legal action, the council doesn't have the resources to take the matter further. Do you have any suggestions for what we can do next to get the debris cleared once and for all?

Response from Councillor Rowkins, Cabinet Member for Net Zero & Environmental Services.

8. Derek Wright:

Black Rock has significant potential, but residents still lack clarity about the Council's longer-term vision for the area. Separate from the determination of any individual planning or event application, what is the Council's timetable for setting out a public strategy for Black Rock, including its intended mix of public space, leisure, events, transport and seafront connections; and when will residents, businesses and visitors be able to shape that strategy through a meaningful public engagement process?

Response from Councillor Taylor, Cabinet Member for Finance & City Regeneration.

9. Robert Ellson:

Brighton & Hove City Council

After repeated flash floods in autumn 2025, Cllr Muten and Principal Engineer Nick Bean visited Ovingdean in January 2026 and agreed work was needed to re-site and install new drains to prevent run-off from higher ground causing flooding on Ovingdean Road, Greenways Corner and Beacon Court. But since then there has been no progress despite the best efforts of Cllrs Earthy and Fishleigh. When can we expect some progress? Recent heavy rain in late August saw another flood, right up to the doorsteps of residents in Beacon Court – the situation is urgent.

Response from Councillor Muten, Cabinet Member for Transport & City Infrastructure.

10. Nigel Furness:

In the highly likely event of a successful outcome for East Sussex County Council's legal action against this authority for its proposed land grab to the East under the auspices of the Government's 'devolution' proposals, what is your Plan B, Councillor Sankey, always assuming you have one?

Response from Councillor Sankey, Leader of the Council.

11. Andrea Lewis:

Over the past five years, how much has been spent annually from the Brighton and Hove Adult Social Care budget on supporting people with complex needs, including the average cost per individual, and, when making decisions affecting this group, such as the closure of Wellington House, were the emotional and human costs to those individuals and their community considered and reflected in the supporting analysis?

Response from Councillor Alexander, Cabinet Member for Communities, Equalities, Public Health & Adult Social Care.

12. Anna Webb:

Ovingdean is currently served by the number 52 bus which is subsidised by the Council. We have no direct bus route into Rottingdean to give us access to its local services, which would benefit many residents. Councillor Fishleigh has asked the council's bus team to ask Compass for passenger usage numbers for the 52 between Ovingdean and Woodingdean and within Woodingdean. Would the Council consider a route alteration for the 52 to provide a service that includes Rottingdean?

Response from Councillor Muten, Cabinet Member for Transport & City Infrastructure.

13. Sally De Rooy:

Brighton & Hove City Council

For weeks my neighbours and I have been disturbed by the noise of vehicles driving over a new manhole cover on the road outside our homes which is raised above the road surface. Every time a vehicle drives over the cover it makes a loud clunk. We live on the A259 which is very busy day and night. We have reported it to the council multiple times as has Councillor Fishleigh but nothing has happened. Please would you help us.

Response from Councillor Muten, Cabinet Member for Transport & City Infrastructure.

14. Geof Corbie:

Traffic data indicates nearly 15% of vehicles exceed the 30 mph limit on Dyke Road near the Three Cornered Copse / Hilltop Cafe. The current central safety island is only the width of a pram, leaving families, school children, cyclists and pedestrians exposed to fast-moving traffic on a downward incline. Given these ongoing safety risks, what specific measures or timeline can the council commit to for installing a safer pedestrian crossing or effective traffic calming at this location?

Response from Councillor Muten, Cabinet Member for Transport & City Infrastructure.

15. Alison Gray:

The Conway Court to Livingstone House Residents' Association Committee is concerned that we are receiving an ever-increasing number of complaints from disabled residents on my estate about how they are being treated by council officers and how their complaints are not being resolved. Frequently, the complaints seem to involve clear breaches of their protected rights under the Equality Act 2010 and UK human rights law. We have also heard about increasing numbers of complaints about similar breaches in other areas of the city.

Why is this being allowed to happen and what is the council proposing to do about complying with its duties to its disabled tenants and residents?

Response from Councillor Williams, Cabinet Member for Housing.

16. Diane Montgomery:

Under the Right to Buy (RTB) governments of both political colours have privatised over 1.5 million social homes. (Nationally between 1988 and 2015 £12,668.7 million worth in public assets went in RTB discounts -Britain's biggest privatisation) In Brighton and Hove around 40% ex RTB homes are now privately rented at 3 times higher rents! Last year, 69 council homes were sold under the Right to Buy in Brighton and Hove. That is half of the number of additional council home were lost to the RTB! Andy Burnham rightly recognised a good home provides the basis for people to thrive and expanding council housing is his priority. However the current Housing Bill

Brighton & Hove City Council

proposes tinkering of the Right to Buy, rather than abolition as happened already in Scotland and Wales. Will the council leader join the Living Rent Campaign publicly calling to abolish the Right to Buy in the forthcoming Housing Bill?

Response from Councillor Williams, Cabinet Member for Housing.

Council

Agenda Item 40

Subject: Deputations from members of the public

Date of meeting: 1 October 2026

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. Protecting Brighton & Hove's LGBTQ+ Nightlife

Supported by:

Steve Jones
Andy Dunton
Erica Hann
Sean Pettit-Scheepers
Alistair Mackinnon-Musson
Paul Gray
Chris Marshall
Simon Ebers
Mike Gallagher
Craig Harwood

Summary of Deputation:

Brighton & Hove's LGBTQ+ nightlife is shrinking. Long-standing venues have closed, remaining operators are increasingly concerned about the future, and the city risks losing part of the culture and identity that has helped make Brighton distinctive for decades. LGBTQ+ venues are not simply places to drink and socialise: they provide spaces where people can feel safe, find community and be themselves, while also supporting jobs, tourism and the wider night-time economy. LGBTQ+ businesses from across the city have therefore come together around five practical priorities for action.

1. Recognise and invest in Brighton's LGBTQ+ Quarter

Develop a clear plan for St James's Street, Marine Parade and the surrounding area, with practical investment in safety, lighting, cleanliness, public realm, transport, vacant premises, LGBTQ+ identity and heritage. The aim should be a safer, more attractive, economically resilient and visibly LGBTQ+ district all year round.

Brighton & Hove City Council

2. Make the area safer

Improve visible policing and wardens, lighting, CCTV, cleansing and the response to antisocial behaviour, street drinking, drug activity and hate crime. The city should also be willing to consider whether concentrating people with significant vulnerabilities and complex needs within one of Brighton's busiest areas for alcohol, drugs and late-night activity is always in the best interests of those individuals or the wider area.

3. Promote Brighton's LGBTQ+ offer 365 days a year

Brighton's LGBTQ+ identity should be promoted throughout the year, not predominantly around Pride. VisitBrighton and partners should provide stronger year-round promotion of LGBTQ+ venues, nightlife, events and businesses, including dedicated online content and promotion of the LGBTQ+ Quarter as a destination in its own right.

4. Create a licensing environment that supports responsible nightlife and investment

Licensing must continue to protect residents and promote responsible operation, while allowing good operators and new ideas to invest. The Licensing Matrix and wider policy should be reviewed regularly against evidence, economic impact and equality considerations, with better data on the number and type of nightlife venues operating across the city.

5. Protect permanent venues and develop a long-term nightlife strategy

Permanent LGBTQ+ and nightlife venues are difficult to replace once lost and should be recognised as important cultural, social and economic infrastructure. Brighton should develop a long-term strategy for the full 6pm–6am economy, including measures to protect existing venues, attract responsible investment, improve transport and safety, and support midweek and off-season activity.

OUR ASK TO THE COUNCIL

We ask Brighton & Hove City Council to recognise these five priorities and commit to working with LGBTQ+ businesses, Sussex Police, Licensing, VisitBrighton, planning, transport partners and other stakeholders to turn them into a coordinated programme of action. This is not about preserving Brighton in the past. It is about making deliberate choices about its future: protecting the culture and venues that make the city distinctive while creating the conditions for a safer, stronger and more diverse night-time economy to grow.

Brighton & Hove City Council

Supporting Information

Securing the Future of Brighton's LGBTQ+ Quarter: 5 Priorities for Action

Brighton & Hove has the largest LGBTQ+ population proportionally, yet the city's LGBTQ+ night-time economy is now in crisis. Five LGBTQ+ venues have been lost in recent years and only one has been replaced by another LGBTQ+ operator. Without urgent intervention, there is a genuine risk that Brighton could lose much of the LGBTQ+ nightlife scene that has helped define the city for generations.

LGBTQ+ venues are part of Brighton's cultural identity, visitor economy and community infrastructure. If Brighton wants to remain the UK's leading LGBTQ+ destination, it must be a city where LGBTQ+ venues can open, invest, grow and survive 365 days a year. These five priorities set out practical actions for 2026 alongside longer-term changes needed to rebuild the LGBTQ+ Quarter and strengthen the wider night-time economy.

1. Formally recognise and invest in Brighton's LGBTQ+ Quarter

Recognise St James's Street, Marine Parade and adjoining roads as a permanent cultural, community, visitor-economy and night-time-economy asset.

- Recognise the Brighton LGBTQ+ Business Group as the representative operator body and include it in relevant council, tourism, licensing, safety, public-realm and night-time-economy work.
- Make the Quarter visibly LGBTQ+ through entrance signage, banners, permanent flags, public art, murals, rainbow crossings, night-time lighting and clear wayfinding from the station, seafront and city centre.
- Create a funded LGBTQ+ Quarter Action Plan covering cleaning, vacant units, shopfronts, outdoor hospitality, business mix, safety, culture and visitor experience.
- Create accountable nightlife leadership through a named Night-Time Economy Lead and permanent Night-Time Economy Board, with published actions, owners and deadlines.
- Longer term: secure recognition through the New City Plan and related economic, cultural and tourism strategies; attract and retain LGBTQ+, cultural and hospitality businesses; and ensure LGBTQ+ businesses have a meaningful role in shaping the Pride Street Party.

2. Make the LGBTQ+ Quarter safer

Improve safety through visible intervention, targeted enforcement and stronger partnership between venues, Sussex Police and the council, without making responsible venues carry the consequences of crime and disorder around them.

- Restore visible late-night safety capacity, including stronger Night Safety Marshal coverage based on live evidence and operator input.
- Carry out an urgent CCTV and lighting audit, publish priority improvements, and address persistent street drinking, open drug use/dealing, repeat offenders and hotspot locations.
- Hold monthly accountability meetings between the LGBTQ+ Business Group, Police, Licensing and Community Safety, with clear hate-crime reporting, escalation and feedback.
- Ensure crime data distinguish between harm caused by a premises and incidents merely reported by its staff or customers, so responsible reporting does not become a licensing disadvantage.
- Review access, movement, parking, taxis, deliveries, disabled access and pedestrian safety across the Quarter, including proportionate options for traffic management or time-limited pedestrianisation following consultation.

Brighton & Hove City Council

- Review the concentration of hostel/supported accommodation in the Quarter and, where evidence shows recurring street-level impacts, consider suitable relocation opportunities outside the central nightlife area while protecting support and overall accommodation capacity.

- Longer term: create one measurable LGBTQ+ Quarter Safety Plan covering policing, marshals, CCTV, lighting, cleansing, transport, dispersal, hate-crime response and ASB enforcement.

3. Promote LGBTQ+ Brighton and its nightlife 365 days a year

Brighton should actively market its year-round LGBTQ+ offer rather than rely on historic reputation or focus LGBTQ+ promotion mainly around Pride. The objective should be measurable additional visits, overnight stays, footfall and spend in permanent businesses.

- Give VisitBrighton a dedicated year-round LGBTQ+ and after-dark marketing budget and named lead, developed with the LGBTQ+ Business Group.

- Create a dedicated LGBTQ+ visitor website with a venue/business directory, live events listings, maps and direct links to businesses' own websites and ticketing.

- Launch a winter campaign positioning Brighton as an LGBTQ+ city-break and nightlife destination when permanent businesses most need demand.

- Promote complete trips, not isolated venues, through itineraries, hotel/transport partnerships, visitor maps, station/seafront promotion, concierge materials, LGBTQ+ travel media and search activity.

- Treat businesses as content partners and measure commercial outcomes such as referrals, bookings, overnight conversion, after-dark footfall and winter/shoulder-season performance.

4. Make licensing work for responsible nightlife and new investment

Brighton should remain rigorous on safety while ensuring responsible operators can adapt, grow and invest, and credible new operators have a realistic route to opening.

- Publish a clear exceptional-circumstances route showing what evidence and safeguards can support a new venue, later hours or a variation where the Licensing Matrix is restrictive.

- Extend the Good Operator principle so established operators can open additional venues or make sensible variations without being treated like unknown or poor-performing operators.

- Create a route for experienced new entrants with strong operating records elsewhere and give practical weight to the cultural value of LGBTQ+ and TNBI venues alongside the licensing objectives.

- Stop responsible reporting becoming a licensing disadvantage by reviewing how nearby public-area crime is attributed and used.

- Longer term: reform the Matrix and Statement of Licensing Policy toward a more proportionate, evidence-led approach; benchmark Brighton against comparable cities; and publish licensing performance data.

5. Protect permanent venues now and build a city-wide 6pm–6am growth strategy

Immediate relief for existing venues should sit alongside a long-term plan to grow the whole night-time economy, increase overnight stays and off-season demand, and maintain a viable pipeline of permanent venues.

- Publish a 12-month Nightlife Recovery Action Plan with named owners, budgets, deadlines and quarterly progress reporting.

- Use business-rates powers and discretionary relief where national schemes leave strategically important venues unsupported.

Brighton & Hove City Council

- Review late-night food, toilets, taxi/private-hire provision and other amenities, and assess whether temporary events displace spend from permanent venues as well as generating visitors.
- Create a genuine city-wide 6pm–6am Night-Time Economy Strategy with measurable objectives for venue numbers, footfall, spend, employment, safety and investment.
- Develop a Cultural & Nightlife Venue Resilience Fund for soundproofing, accessibility, safety/welfare, energy efficiency, capital improvements, programming, digital investment and emergency support.
- Work with hotels and transport providers to improve one-night stays, affordability, later Friday/Saturday services and longer-term night connectivity.
- Make winter a strategic priority and strengthen planning protection, Agent of Change, succession/replacement of culturally important venues, reuse of vacant nightlife spaces and active attraction of responsible independent operators.

Proposed by the Brighton LGBTQ+ Business Group

This document has been developed collaboratively by LGBTQ+ venue and business operators from across Brighton's LGBTQ+ Quarter.

