

CABINET ADDENDUM 2

10.30AM, THURSDAY, 15 OCTOBER 2026

COUNCIL CHAMBER, HOVE TOWN HALL

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ADDENDUM

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BRIGHTON & HOVE CITY COUNCIL

CABINET

10.30am 17 SEPTEMBER 2026

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor Sankey (Chair) Taylor (Deputy Chair), Alexander, Allen, Daniel, McGregor, Muten, Robins, Rowkins and Williams

Other Members present: Councillors Asaduzzaman and Robinson

PART ONE

38 PROCEDURAL BUSINESS

38a Declaration of Interests

38.1 Councillor Muten declared an interest in Item 57, Update Report on Western Road Resurfacing Works and Red Route. He left the chamber during consideration of that item and returned afterwards.

38b Exclusion of the press and public

38.2 In accordance with Section 100A of the Local Government Act 1972 ("the Act"), the Committee considered whether the public should be excluded from the meeting during consideration of any item of business on the grounds that it is likely in view of the business to be transacted or the nature of the proceedings, that if members of the public were present during it, there would be disclosure to them of confidential information as defined in Section 100A (3) of the Act.

38.3 Cabinet agreed that the items listed in Part Two of the agenda should be treated as exempt information and that the press and public should be excluded when those items were considered.

39 MINUTES

39.1 Resolved-

That the minutes of the previous meeting held on 16 July 2026 be approved as a correct record.

40 CHAIR'S COMMUNICATIONS

40.1 The Chair provided their communications.

41 CALL OVER

41.1 All items on the agenda were reserved for discussion.

42 PUBLIC INVOLVEMENT**(a) Petitions**

42.1 There were none.

(b) Public Questions

42.2 The Chair reported that nine written questions had been received from members of the public.

1. Adrian Mills - Public Space Protection Orders (PSPO) Permission to Renew, Extend and Adopt

Adrian Mills asked: The proposal on PSPOs to June 2026 Cabinet notes under financial implications that any potential additional costs resulting from subsequent implementation would be considered and reported as part of any future decision-making report. Item 54 to September Cabinet, recommending approval of renewed, extended and new PSPOs, states that there are no financial implications in delivering the recommendations. Will there be any costs resulting from implementation, such as new signage or enforcement resources, and if so why are these not covered in this decision-making report?

Reply from Councillor Daniel: There would be some implementation costs, including signage, communications and enforcement activity. These were expected to be managed through existing service budgets, with the existing Enforcement Team continuing to enforce PSPOs. If additional budget requirements were identified through detailed implementation planning, these would be considered through the Council's normal budget-setting and financial planning processes for 2027/28.

2. Kim Leyland-Walker - Update Report on Western Road Resurfacing Works and Red Route

Kim Leyland-Walker asked: The justification for the red route is to improve bus times and reliability. At a recent community meeting Councillor Muten advised that it was a policy decision to route buses via Western Road, with other traffic using the seafront. Was greater use of the seafront and other parallel routes considered before deciding that the Red Route was the best option?

Reply from Councillor Sankey: The proposal before Cabinet was not to re-route the city's bus network. Western Road was one of the city's busiest public transport corridors and played a critical role in connecting residents, visitors and businesses with the city

centre and wider transport network. Improving public transport provision along the seafront was a valid but broader strategic transport question. Re-routing significant numbers of buses away from Western Road could reduce access to a principal shopping and commercial area and increase journey times and operating costs. The Red Route proposal was intended to improve the operation of the existing corridor.

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

Catherine Lane asked: The Council's press release states that daytime bus journey times between Hove and Churchill Square are 16.7% longer than in 2015. What reduction in that journey time, measured against a stated baseline, will the Council use to judge whether the experiment has succeeded, and would failure to achieve it lead to the Red Route being removed?

Reply from Councillor Sankey: The bus operator had provided the statement on increasing journey times, but this was not itself the legal purpose of the order. The ETRO would allow the Council to monitor bus journey times and reliability, traffic flow, compliance with parking requirements, safety and feedback from businesses and disabled people, and to adjust the scheme if required.

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

Marie Dhont asked: How can Cabinet assess whether the proposed ETRO is necessary, proportionate and capable of meaningful evaluation without clear pre-reconstruction baseline data 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 methodology for distinguishing improvements from the reconstruction works from those attributable to the Red Route?

Reply from Councillor Sankey: The resurfacing works were required because the underlying road structure had deteriorated significantly and would improve ride quality, but their primary purpose was not to improve bus reliability. Bus reliability was more significantly affected by congestion and delays caused by obstructive stopping and parking. Bus operators held baseline journey-time and reliability data. During the ETRO period the Council's Traffic Control Centre would monitor traffic flows, congestion and network performance to assess the effectiveness of the scheme.

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

Lawrence asked: Given the petition, legal-action fundraising and public protests, would the Council accept that the proposal lacked community support and consider less damaging alternatives such as enhanced double-yellow kerb markings?

Reply from Councillor Sankey: The petition had been debated at Full Council on 23 July 2026. Cabinet was considering the matter as a separate decision-making body and would determine the proposals on the basis of the report, evidence and representations received. A Red Route was not the same as enhanced double-yellow kerb markings. The proposed scheme included loading and disabled bays, designed with input from the Road Safety Team, and conventional enforcement of yellow lines had not kept the road clear.

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

James Taylor asked: Given the level of illegal parking on Western Road and the fact that cameras cannot be used to enforce the existing double-yellow lines, is there any realistic alternative to a Red Route without employing a very large number of Civil Enforcement Officers?

Reply from Councillor Sankey: Despite consistently high levels of parking enforcement, illegal stopping and parking remained a significant issue. Civil Enforcement Officers were often required to observe a vehicle before issuing a Penalty Charge Notice, during which time drivers could move and later return. Camera enforcement of the Red Route was the tool proposed. An alternative of loading restrictions marked by kerb blips would prohibit loading and reduce flexibility, whereas the proposed Red Route retained essential loading and disabled parking provision.

7. Kevin Thomas - Hackney Carriage Fare Review

Kevin Thomas asked: The GMB supported the proposed tariff revisions and sought confirmation of further engagement with Licensing on an annual fare-review process and with Transport on wider issues raised by the taxi and private hire trade.

Reply from Councillor McGregor: The Council recognised the important role of licensed drivers and welcomed the GMB's support for the proposed tariff revisions. The report was intended to streamline future fare reviews. The Taxi Forum provided the established mechanism for engagement with the taxi and private hire trade, and future fare-review arrangements and wider transport concerns could be considered through that forum, with Transport officers invited where appropriate.

8. Theresa Ross - Encampments

Theresa Ross asked: What action will the Council take to address the continued growth and impact of lived-in vehicles at the Roedean car park and surrounding roads, including impacts on residents, visitors, the school community and the local environment?

Reply from Councillor Daniel: The Council recognised the longstanding concerns and the impact on the local community. It had a legal duty to balance the welfare needs of

people living in vehicles with the impact on the wider community and any action had to be lawful and proportionate. Officers were reviewing options, drawing on experience from other locations including Greenways in Ovingdean. Options included potential Traffic Regulation Orders and other measures. There was no single or immediate solution and any intervention would need to be carefully developed.

9. Laura King - Update Report on Western Road Resurfacing Works and Red Route

Laura King asked: Can Western Road traders expect a significant reduction in Business Rates or other compensation for loss of trade associated with the planned road closure and, if implemented, the Red Route?

Reply from Councillor Sankey: The road reconstruction works were necessary because of deterioration of the underlying road structure and were legally separate from the Red Route decision. The works had been programmed to avoid the height of summer and to finish before the pre-Christmas period. There was no statutory entitlement to compensation for loss of trade, business rates or other overheads arising from lawful highway works. Mitigation would include maintaining loading and unloading, pedestrian access to businesses and signage making clear that businesses remained open.

(c) Deputations

- 42.3 The Chair reported that three deputations had been received from members of the public.
- 42.4 Harriet Eaton-Gruenfeld presented a deputation concerning a Buckingham Street Public Realm and Traffic Improvement Proposal. The deputation asked Cabinet to support progressing a one-way arrangement and public realm improvements for feasibility assessment following the disruption caused by the current construction works.
- 42.5 Councillor Taylor replied that the proposal was a constructive idea and would be considered by officers. Any permanent traffic change would require the appropriate legal process and consultation, as well as funding and officer resource. He confirmed that no further formal submission was required from the deputation at that stage and that officers would respond following consideration of the proposal.
- 42.6 **Resolved -**
That Cabinet note the deputation.
- 42.7 Victoria Garcia presented a deputation on behalf of Brighton & Hove Buses concerning accessibility and Red Routes. She stated that disabled people had differing transport needs and that obstructive stopping could prevent buses from pulling close to the kerb,

creating barriers for wheelchair users and other passengers with mobility or visual impairments. She asked that the debate recognise both disabled motorists and disabled people who rely on accessible bus services.

- 42.8 Councillor Sankey replied that keeping bus stops and traffic lanes clear could improve safe and consistent access to buses for wheelchair users, people with mobility impairments, visually impaired passengers, older people and those using mobility aids. She referred to the importance of removing barriers to public transport access.

42.9 **Resolved -**

That Cabinet note the deputation.

- 42.10 Nigel Perkins presented a deputation on behalf of Brighton Buswatch in support of the proposed Western Road Red Route. He referred to experience of existing Red Routes, observations of illegal parking on Western Road and the frequency of bus services using the corridor, and argued that improved traffic flow would support more reliable bus services.

- 42.11 Councillor Sankey replied that Western Road was one of the city's busiest public transport corridors and that even short periods of obstruction could create delays across the wider network. Reliable journey times were particularly important for people using buses to access employment, education, healthcare and other essential services, including older and disabled passengers and those without access to a car.

42.12 **Resolved –**

That Cabinet note the deputation.

43 ISSUES RAISED BY MEMBERS

- 43.1 The Chair noted that 36 written questions had been received from Members and that 15 minutes was set aside for the item. Members present would be invited in rotation to ask their first two questions. Questions not reached within the allotted time would receive written responses.

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

Councillor Meadows asked: Will there be transition points or reassessments for users of the service and, if so, could their care packages increase and thereby reduce the forecast saving?

Reply from Councillor Alexander: Each of the 21 adults at Wellington House would have an individual transition plan developed for their new service if Cabinet decided to close Wellington House. The financial modelling of the £336,563 annual saving was

based on agreed independent-sector day-service costs and the assessed support hours required by individuals, and no increased costs were anticipated as part of the transition.

2. Councillor Meadows - Encampments

Councillor Meadows asked: Where is the vehicle processing facility referred to in the report and how quickly will vehicles be removed now that there is somewhere to store them?

Reply from Councillor Daniel: The facility was at Highbrook Close, Moulsecoomb, on land rented from Housing Services. It provided a secure location to cleanse vehicles following lawful removal before transfer to storage. Although the facility removed a significant operational barrier, there could be no fixed removal timescale because each case depended on the land involved, the legal powers being used, welfare considerations and the rights of vehicle occupants.

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

Councillor Shanks asked: What alternatives to closure of the lightly used communal laundry facilities had been explored, including in-house, tenant-managed or community-based options, and how were tenants being involved?

Reply from Councillor Williams: The proposal concerned 14 lightly used communal laundries whose contracts ended in November 2026. The project had been paused while further engagement took place with affected residents and resident representatives. Practical alternatives and support options were being reviewed, with the aim that no tenant who relied on the laundries would be left without a workable option. Potential measures included washer-dryers, minor works and other cost-effective individual solutions.

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

Councillor Shanks asked: Given the value placed on Wellington House by users and the wider community, and concerns about breaking up that community, how could the proposed outsourcing of provision be justified in relation to the aim of improving community cohesion?

Reply from Councillor Alexander: The value placed on Wellington House had been acknowledged throughout the consultation. Individual reviews and transition planning would take account of important friendship groups and relationships and seek to maintain them where possible. Independent-sector day services also had established communities, including services operating in libraries and community centres, and attendees would be supported both to maintain important relationships and to develop new ones.

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

Councillor Hill asked: Did Councillor Alexander regret previous comments describing the Wellington House proposal as an opportunity and saying that, were she a family member of a service user, she would be protesting the proposal?

Reply from Councillor Alexander: She clarified that service users did not assess their own needs; assessments were undertaken by the Social Work Team in consultation with individuals and their families. Her earlier reference to an opportunity concerned reviewing the range of day opportunities available in the city. Her comments about protesting were intended to express empathy with families facing change and did not alter her responsibility as Cabinet Member to consider quality, value for money and the sustainability of services.

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

Councillor Hill asked: Would the community, voluntary and independent sector be able to provide the same mix of support for people with low through to complex needs as Wellington House?

Reply from Councillor Alexander: Wellington House had experienced declining attendance and referrals, high staffing costs relative to occupancy and substantial building maintenance costs. The independent day-options market was already supporting 134 adults with learning disabilities across a range of needs and included providers supporting people from low and moderate needs through to high and complex needs.

- 43.2 The Chair thanked Members for their questions and confirmed that written responses would be provided for the remaining questions.

44 MATTERS REFERRED TO THE EXECUTIVE

- 44.1 There were no matters referred to Cabinet for consideration.

45 REPRESENTATIONS FROM OPPOSITION MEMBERS

- 45.1 Councillor Hill made a representation on Item 49, Day Options for Adults with Learning Disabilities. She raised concerns about the proposed closure of Wellington House, the impact on the service community and staff, and requested that a decision be deferred.
- 45.2 Councillor Mackey made a representation on Item 56, Seafront Lease: Brighton Wheel Proposal. He supported the principle of returning the Brighton Wheel but raised questions about the proposed 25-year lease term, review arrangements and maintaining future flexibility for the seafront.

46 RAISING PROFESSIONAL STANDARDS FOR HOUSING STAFF & TENANTS

- 46.1 Cabinet considered a report seeking approval of a Housing Learning and Development Policy and Landlord Services Professional Standards. Councillor Williams introduced the report and highlighted the importance of tenant voice, professional competence, clear behavioural standards and continuous learning within landlord services.
- 46.2 Members welcomed the focus on co-production with tenants and discussed how learning would be evaluated, how staff would be supported, and how resident feedback and complaints would continue to inform service improvement.
- 46.3 **Resolved-**
1. Approve the Housing Learning and Development Policy as set out at Appendix 1.
 2. Approve the Landlord Services Professional Standards as set out at Appendix 2.
 3. Note that the documents will be reviewed periodically to ensure ongoing compliance with regulatory requirements and alignment with service priorities.

47 HOUSING IN BRIGHTON AND HOVE ANNUAL REPORT

- 47.1 Cabinet considered the Housing in Brighton & Hove Annual Report 2025/26 and the council's self-assessment against the Housing Ombudsman's Complaint Handling Code. Councillor Williams highlighted improvements in tenant satisfaction and service delivery, while noting that complaints, communication and anti-social behaviour remained areas for continued improvement.
- 47.2 Members welcomed the consolidated annual report and the new tenant handbook developed with residents, and emphasised the value of ensuring that councillors and tenants had clear, accessible information about housing services and standards.

47.3 Resolved-

1. Cabinet notes the performance, resident experience and service delivery information set out in the Housing in Brighton & Hove Annual Report 2025/26 at Appendix 1 and the BHCC Self-Assessment against Housing Ombudsman's Complaint Handling Code at Appendix 2.
2. Cabinet approves publication and distribution of the Housing in Brighton & Hove Annual Report 2025/26 to tenants and leaseholders, subject to any final factual, presentational and accessibility amendments.
3. Cabinet delegates to the Corporate Director for Homes & Adult Social Care in consultation with the Cabinet Member for Housing decisions related to factual, presentational and accessibility amendments.

48 IMPROVING OUTCOMES IN ADULT SOCIAL CARE

- 48.1 Cabinet considered a bi-annual update on the Adult Social Care Improvement Plan. Councillor Alexander outlined progress following the Care Quality Commission assessment, including work on annual reviews, waiting lists, reablement and performance monitoring, and referred to the next stage of the CQC inspection framework.
- 48.2 Members welcomed the progress reported and the continued focus on improvement and assurance.

48.3 Resolved-

1. Cabinet notes the progress of Adult Social Care Improvement Plan as part of bi-annual update 2.2.
2. Cabinet notes the next stage of Care Quality Commission (CQC) Inspection Framework including anticipated expectations for Brighton & Hove.

49 DAY OPTIONS FOR ADULTS WITH LEARNING DISABILITIES

- 49.1 Cabinet considered a report on the future of Wellington House Day Centre, together with the draft minutes of the People Overview & Scrutiny Committee held on 4 September 2026 and the representations made earlier in the meeting.
- 49.2 Councillor Alexander introduced the report and acknowledged the strength of feeling about the proposed closure of Wellington House among service users, families, carers and staff. She explained that the proposal followed the 2026/27 budget decision and a 12-week formal consultation. Wellington House supported 21 adults with learning disabilities, including people with complex needs, and was highly valued; however, attendance and referrals had reduced, the building required significant ongoing investment and the service had a comparatively high unit cost. The independent sector

already provided the majority of day opportunities in the city and the recent recommissioning exercise had identified additional providers.

- 49.3 Councillor Alexander stressed that the proposal was not to reduce day support, but to provide it differently. Recent social work reviews had been completed for each service user and the commissioning exercise had provided assurance that alternative arrangements could be made for all current users. She advised that 18 people could be accommodated by independent day-service providers, two people were moving to full-time accommodation following their reviews and one person had opted for an increased direct payment. There would be no fixed closure date as Wellington House would close only after each individual had moved through a carefully managed, person-centred transition and the Council was satisfied that equivalent support meeting assessed needs was available locally.
- 49.4 Cabinet recognised that most consultation respondents opposed the closure and discussed the potential disruption to routines, relationships and familiar staff, the effect on families and unpaid carers, and concerns expressed by the Parent Carers' Council, special school representatives and other stakeholders about the capacity and quality of future provision. Members emphasised that the decision had to be considered with particular care given the needs of the people using the service and the pressures experienced by their families.
- 49.5 Cabinet also considered the sustainability of the wider adult social care system and the need to use available resources to maintain high-quality services across the city. Councillor Taylor emphasised that, although financial pressures formed part of the context, Cabinet's decision was principally about securing an appropriate assessed placement for each individual and should be kept under close review. Councillor Daniel said that her earlier concerns about transition planning and the robustness of the alternative-provider market had been substantially addressed through scrutiny and the further assurance provided.
- 49.6 Councillor Rowkins asked about the quality of the alternative provision and the arrangements for continuing oversight after the decision. In response, Councillor Alexander reported on visits she had made to three alternative day-opportunity providers as well as Wellington House. She said she had seen comparable care and support and, in some cases, greater flexibility to tailor staffing and activities around an individual's needs. She also noted that three new providers were entering the city market following recommissioning, increasing future capacity.
- 49.7 Cabinet noted that each new placement would be reviewed after six weeks, with ongoing contract monitoring and annual reviews thereafter. Councillor Alexander confirmed that she would continue to receive and report progress on the individual transitions, in addition to the report back to the People Overview & Scrutiny Committee within six months of the service closing. The Chair highlighted the value placed on

Wellington House and its staff, while noting the importance of detailed, person-centred transition planning and continued oversight.

49.8 RESOLVED:

- 1) That Cabinet approves the closure of Wellington House Day Centre following a carefully managed transition of all current service users to access alternative day provision in the external provider market to ensure that all Wellington House service users receive equivalent day support and care which meets their assessed needs.
- 2) That Cabinet delegates authority to the Corporate Director of Homes and Adult Social Care, in consultation with the Cabinet Member for Communities, Equalities, Public Health and Adult Social Care, to take all necessary actions to give effect to the above recommendation.

50 DFT - STRUCTURES BID - KING ARCHES PHASES 6 & 7

- 50.1 Cabinet considered a report on the Department for Transport Structures Fund bid for Phases 6 and 7 of the A259 Seafront Arches Renewal Programme. Councillor Muten highlighted the strategic importance of the arches and the opportunity to secure substantial external funding for essential renewal works.
- 50.2 Members discussed the scale of the works, potential disruption and the importance of early engagement with seafront businesses and stakeholders, while noting that inclusion of a council contribution in the bid did not itself commit the council to proceed with the scheme.

50.3 Resolved-

1. Cabinet notes that, due to the Department for Transport (DfT) Structures Fund submission deadline of 3 August 2026, a bid was submitted for Phases 6 and 7 of the A259 Seafront Arches Renewal Programme (see Appendix 1) on the basis that any proposed council contribution and participation in the scheme would be subject to subsequent Cabinet approval and the council's formal governance processes.
2. Cabinet agrees the inclusion of a £4 million Brighton & Hove City Council contribution within the Structures Fund bid, recognising that this contribution forms part of a funding request for a scheme with an estimated total value of approximately £41 million.
3. Cabinet notes that inclusion of a £4 million contribution within the bid does not constitute a legally binding commitment to proceed with the scheme or incur expenditure at this stage.
4. Cabinet delegates authority to the Corporate Director City Services, in consultation with the Cabinet Member for Transport & City Infrastructure and the Chief Finance Officer, to undertake all necessary actions in relation to the submitted Structures Fund bid.

51 HACKNEY CARRIAGE FARE REVIEW

- 51.1 Cabinet considered a report on the Hackney Carriage Fare Review. Councillor McGregor referred to cost pressures facing the licensed taxi trade and the need for a clearer and more streamlined process for future fare reviews.
- 51.2 Members noted the public question submitted by the GMB and discussed the importance of ongoing engagement with the taxi and private hire trade through the established Taxi Forum.

51.3 Resolved-

1. That Cabinet notes the report and agrees that authority be delegated to the Corporate Director, City Operations, in consultation with the Cabinet Member for Culture, Heritage and Tourism, to determine the table of fares set out in Appendix 1 after consideration of any responses received in relation to the Equality Impact Assessment consultation and, in accordance with Section 65 267 of the Local Government (Miscellaneous Provisions) Act 1976, to publish notice of the proposed fare variation and invite objections.
2. That Cabinet agrees that, in the event that objections are received to the proposed variation of the table of fares authority be delegated to the Corporate Director, City Operations, in consultation with the Cabinet member for Culture, Heritage and Tourism to determine the revised table of fares and set the date on which it shall come into force in accordance with the statutory scheme.
3. That Cabinet agrees to delegate authority to the Corporate Director, City Operations, in consultation with the Cabinet member for Culture, Heritage and Tourism to determine and implement all future revised taxi fare tables in accordance with the statutory scheme, unless amended or revoked by Cabinet.

52 ENCAMPMENTS

- 52.1 Cabinet considered a report on the management of unauthorised tent and vehicle encampments. Councillor Daniel described a strengthened “one council” approach combining welfare engagement, proportionate enforcement, prevention, clearer operational processes and improved multi-agency coordination.
- 52.2 Members discussed the need to balance welfare responsibilities with the impact of encampments on local communities, the use of legal and traffic management tools, and the benefits of more consistent cross-council working. The concerns raised in the public question about the Roedean area were also noted.

52.3 Resolved-

1. Cabinet notes the operational improvements being undertaken to strengthen the management of unauthorised tent and vehicle encampments across the city, including clearer operational processes, enhanced multi-agency 285 coordination, strengthened governance arrangements, targeted enforcement activity, preventative measures and additional staffing capacity.
2. Cabinet endorses the continuation of a phased and balanced approach to encampment management, combining welfare engagement, proportionate enforcement, prevention activity and effective partnership working, as set out at paragraph 4.1 (Option 2).
3. Cabinet notes that the council is developing a welfare-led approach for people living in vehicle encampments, aligned with the planned recommissioning of outreach services and subject to consideration through the 2027/28 budget setting process.
4. Cabinet delegates authority to the Corporate Director Families, Children & Wellbeing in consultation with the Cabinet Member for Children, Families and Youth Services, to progress the development of the Encampments Service and implement operational changes required in response to evolving service needs and demand pressures.

53 WORKWELL PROGRAMME

- 53.1 Cabinet considered a report on the WorkWell Programme, a national employment and health programme intended to support residents whose health conditions or disabilities were affecting their ability to remain in or return to work. Councillor Daniel highlighted the partnership approach and the opportunity to provide personalised employment and health support.

53.2 Resolved-

1. Cabinet agrees with the council entering into a partnership agreement with Surrey County Council (the accountable body) to deliver the WorkWell Programme.
2. Cabinet delegates authority to the Corporate Director Families, Children and Wellbeing in consultation with the Cabinet member for Children, Families & Youth to progress the Partnership Agreement with Surrey County Council and any ancillary documents required for delivery of the WorkWell Programme.

54 PUBLIC SPACE PROTECTION ORDERS (PSPO) PERMISSION TO RENEW, EXTEND AND ADOPT

- 54.1 Cabinet considered a report seeking approval to renew existing Public Space Protection Orders, extend a number of existing orders and adopt new orders following consultation. Councillor Daniel outlined the range of behaviours covered and confirmed that two proposed measures required further consideration and were not being recommended at this stage.

54.2 Members discussed enforcement and implementation, including the financial points raised in the earlier public question. It was explained that implementation was expected to be managed through existing service budgets, with any material additional pressures addressed through the council's normal budget processes.

54.3 Resolved-

1. Cabinet approves the renewal of existing PSPOs that have expired / are due to expire as set out in Appendix 1.
2. Cabinet approves to extend some existing Public Space Protection Orders as set out in Appendix 2 and;
3. Cabinet approves adoption of new Public Space Protection Orders, as set out in Appendix 3, to address anti-social behaviours and/or activities following the satisfaction of the statutory tests.
4. Cabinet notes that two of the proposed new PSPOs, relating to restrictions on professional dog walkers in Blakers Park, and the launching and landing of drones on council land, require further consideration in light of the issues identified during the consultation. Accordingly, these measures are not recommended at this time.

55 SKILLS BOOTCAMPS FUNDING

55.1 Cabinet considered a report seeking approval to extend Skills Bootcamp contracts so that additional grant funding could be used. Councillor Daniel highlighted opportunities in sectors including childcare and early years, construction, digital and green industries, and the programme's role in helping residents develop skills linked to employment and progression.

55.2 Resolved-

1. Cabinet agrees to approve the extension of the contracts for the delivery of Skills Bootcamps in Brighton & Hove for a period of one year to 30 September 2027 to enable the additional grant funding of £1.68m to be utilised.
2. Cabinet delegates authority to the Corporate Director for Families, Children and Wellbeing, in consultation with the Cabinet Member for Children, Families and Youth Services, to take all necessary steps to implement, manage and vary the Skills Bootcamp contracts within the available grant funding.

56 SEAFRONT LEASE: BRIGHTON WHEEL PROPOSAL

56.1 The Chair drew attention to the officer amendment published in Addendum Three, which replaced recommendations 2.1 and 2.2 of the original report. Cabinet considered the report and the representation made earlier in the meeting.

56.2 Councillor McGregor outlined the proposal to reinstate the Brighton Wheel on its former Madeira Drive site. Members discussed the visitor offer, alignment with wider eastern seafront regeneration, the proposed lease term, future flexibility and the need for the proposal to remain subject to planning and other statutory consents.

56.3 Cabinet moved into private session to consider the exempt financial and commercial information at Item 59 before returning to Part One to determine the recommendations.

56.4 Resolved-

1. That Cabinet agrees to grant a new 25-year lease to the existing tenant for the reinstatement and operation of the Brighton Wheel on its former site at Madeira Drive, subject to planning permissions, statutory consents, matters referred to in this Part 1 report and the lease terms and matters set out in the Part 2 report.
2. That Cabinet delegates authority to the Director City Operations in consultation with the Director Property & Finance and Cabinet Member for Economy, Culture, Heritage and Tourism to finalise and enter into all necessary legal agreements and associated lease documentation required to implement the proposal.
- 3.

57 UPDATE REPORT ON WESTERN ROAD RESURFACING WORKS AND RED ROUTE

57.1 Councillor Muten left the chamber for consideration of this item, in accordance with his earlier declaration of interest.

57.2 Cabinet considered the updated report, the published addendum, the public questions and deputations received, the Pre-Action Protocol correspondence, the updated Equality Impact Assessment and the proposed monitoring arrangements. Officers explained that the proposed Experimental Traffic Regulation Order (ETRO) would allow the Red Route to operate in real-world conditions before any decision on permanence, with evidence and feedback gathered throughout the experimental period. The scheme included 10 dedicated loading bays and additional disabled parking provision, with locations reviewed by road-safety officers and capable of being amended as the experiment progressed.

57.3 Officers advised that Western Road carried around 700 bus movements each day and continued to experience persistent obstructive stopping and parking despite existing restrictions and a high level of enforcement. They referred to more than 1,100 enforcement visits over the previous year, 684 Penalty Charge Notices and more than 2,300 occasions on which vehicles left before a penalty could be issued. Officers also corrected an error in the consultation appendix concerning the number of respondents recorded as "not sure" to one of the questions.

- 57.4 Councillor Taylor questioned officers in detail about the practical difference between the existing restrictions and the proposed Red Route. Officers confirmed that taxis and other vehicles would continue to be able to pick up and set down passengers, but that parking on the existing double yellow lines for shopping or other purposes was already prohibited. They explained that current enforcement required Civil Enforcement Officers to record vehicles and observe them for a period before taking action; where a number of vehicles were present this was resource intensive, and drivers could move away and return once officers had passed.
- 57.5 In response to questions about businesses and deliveries, officers explained that engagement had informed the proposed 10 loading bays, including the location of bays and the types and frequency of deliveries. They stressed that the advantage of an ETRO was its flexibility, unlike a permanent Traffic Regulation Order, bays and other elements could be moved, extended or otherwise altered quickly in response to evidence and experience during the experimental period. The use and location of loading bays, traffic flow and the operation of the corridor would therefore be kept under review.
- 57.6 Members discussed the concerns raised by businesses and residents and the potential impact on trade. Officers advised that monitoring would include business footfall and vacancy information, alongside transport and traffic data. They referred to anonymised mobile-phone footfall data used on existing Red Route corridors and said the same type of information would be available for Western Road. Engagement with businesses would continue before the ETRO was advertised and throughout the experimental period so that unintended effects could be identified and, where appropriate, the scheme adjusted.
- 57.7 Councillor Rowkins asked about current and proposed loading and disabled parking provision. Officers confirmed that there were no dedicated loading bays on the relevant section at present and that 10 would be introduced. They also advised that existing disabled bays in the adjoining side roads, together with proposed provision, would give approximately 20 disabled spaces in the area. Officers emphasised that engagement with disabled people and representative groups would be central to reviewing the scheme and that changes could be made during the ETRO.
- 57.8 Councillor Williams asked that the review consider the practical accessibility of disabled bays, including whether locations in side roads were suitable for people who could not easily manage gradients. Officers agreed that this was precisely the type of feedback to be tested with disability groups. Councillor Robins also highlighted the needs of disabled bus passengers, noting that obstructive loading or parking could prevent buses from reaching the kerb, and members discussed the need to balance the requirements of disabled motorists, disabled public-transport users, pedestrians, businesses and other road users.

57.9 Members reflected on the strong public campaign both for and against the proposal. Councillor Daniel said she had examined the issue closely and considered that the proposal was principally about making enforcement of existing restrictions more effective, while retaining lawful loading and passenger access. The Chair noted the extent to which the scheme had already evolved in response to feedback and emphasised the need for continued engagement, monitoring and adjustment. She considered that the existing level of unlawful stopping created safety and accessibility problems and that any scheme should seek to meet the needs of businesses, residents, disabled people and bus users while improving the operation of the corridor.

57.10 **RESOLVED:**

- 1) Cabinet notes the issues raised in the Pre-Action Protocol (PAP) correspondence, the updated Equality Impact Assessment, and the nature and scope of the proposed monitoring in relation to the primary aim of the scheme. The primary aim or purpose of the scheme is to reduce congestion in the area to allow for improved bus reliability during the experimental period.
- 2) Cabinet agrees to the implementation of the Experimental Traffic Regulation Order for Western Road between Holland Road and Montpelier Road should proceed, having reviewed this additional information.
- 3) Cabinet notes the resurfacing programme for this section of Western Road.

57.11 Councillor Muten returned to the meeting following determination of the item.

58 TARGETED BUDGET MANAGEMENT (TBM) 2026/27 MONTH 4 (JULY)

58.1 Councillor Sankey left the meeting before consideration of this item and Councillor Taylor took the Chair.

58.2 Cabinet considered the Month 4 Targeted Budget Management report. Councillor Taylor highlighted that the General Fund forecast remained at just over £20m, with the largest pressure in Homes & Adult Social Care, and noted additional financial risks and continuing inflationary pressures, including construction and materials costs.

58.3 Councillor Muten commented on increased highways maintenance, contractor and material costs. Cabinet noted that, although the overall forecast had stabilised compared with the previous month, material improvement had not yet been achieved.

58.4 Resolved-

1. Cabinet notes the forecast risk position for the General Fund, which indicates a potential forecast overspend risk of £20.852m.
2. Cabinet notes the additional risks of £16.949m included in the table at Appendix 2 which are not included in the forecast figure above.
3. Cabinet notes the forecast overspend risk for the separate Housing Revenue Account (HRA), which is an overspend of £0.991m.
4. Cabinet notes the forecast overspend risk for the ring-fenced Dedicated Schools Grant, which is an overspend of £8.925m in year.
5. Cabinet notes the current RAG rating of the transformation workstreams at Appendix 3.
6. Cabinet approves the addition of new projects to the capital programme totalling £0.671m as set out in the Part 2 report.

PART TWO**59 SEAFRONT LEASE: BRIGHTON WHEEL PROPOSAL (EXEMPT CATEGORY 3)**

59.1 As per the Part Two minutes.

60 UPDATE REPORT ON WESTERN ROAD RESURFACING WORKS AND RED ROUTE (EXEMPT CATEGORY 5)

60.1 As per the Part One minutes.

61 TARGETED BUDGET MANAGEMENT (TBM) 2026/27 MONTH 4 (JULY) (EXEMPT CATEGORY 3)

61.1 As per the Part One minutes.

62 PART TWO PROCEEDINGS**62.1 Resolved-**

1. That the items listed in Part Two of the agenda remain exempt from disclosure.

The meeting concluded at 3:00pm

Signed

Chair

Dated this

day of

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